

FENG KUO-CHANG WIRES THE CHINA PRESS THAT PEACEFUL SOLUTION IS EASY!

Li Ching-hsi Going to Peking to Mediate; Chang Hsun Halts Troops!

FENG PLEDGES HIS MORAL SUPPORT TO LI THROUGH CRISIS

Refuses To Lend Any Soldiers; He Is Working For Compromise

RESPECT MILITARY

Could Make Tsuchuns Quit, But Hesitates To Incite Trouble

CHECKED CHANG

Dissuaded Hsueh Chief From Attending Conference, Calls Threat Bluff

By Nathaniel Pfeffer

(Staff Telegram to China Press)
Nanking, June 2.—Vice-President Feng Kuo-chang will support the President, but with moral force only. He will lend no troops. Feng sent this official statement to me through his Chief of Staff, Sze Ching-jung, who represented him at the Tsuchuns conference.

The Vice-President is now working on plans for a compromise. The resignation of the President is not one of his terms. As to Parliament, Feng is not definitely decided, but it is almost certain that he will oppose a dissolution.

Fears Opposing Tsuchuns

The Vice-President thinks he can prevail on the Tsuchuns to quit, but frankly admits that he is afraid to openly oppose them and says that they would attack him too, making anarchy inevitable. Therefore, he is silent.

Feng's attitude, as outlined by Sze, with his approval, is this: He opposes the Tsuchuns' move and disapproves the attempt of the military to dictate. He has feared this move since the Tsuchuns' conference was called, which was the reason of his refusal to go to Peking or to endorse their first demand against Parliament.

Held Chang Hsun Back

His disapproval was also responsible for Chang Hsun not attending. Chang had started, but Feng's emissary stopped him half way and persuaded him to return. Feng says absolutely that he will not help the Tsuchuns, but he will not oppose them with troops.

He is trying to act as a mediator. Early in the week, he sent emissaries to the Tsuchuns, advising them to keep quiet. Chief of Police Wang of Nanking was sent to see Chang Hsun and is believed to have been instrumental in keeping Chang out. So far, the emissary sent to General Ni Shih-chung has failed.

March on Peking is Bluff

Even now, Feng believes that the revolt will blow over. He says that the march to Peking is only bluff, as not enough troops will support it.

He resents the charge of sitting on the fence. Asked bluntly what he will do if it comes to an actual conflict, he said he regards his duty as Vice-President as higher than his duty as a Tsuchun. As a matter of fact, his statement and the belief of officials here, make it certain that he will do nothing and, if the Tsuchuns win, will do their bidding, but his neutrality is making other Tsuchuns hesitate.

SILVER MARKET

(Reuters Agency War Service)
London, May 31.—Samuel Montagu's weekly silver report states: The market continues short of supplies and is easily affected by even a modest special demand. Sales from China are again reported, in somewhat reduced volume, whilst substantial supplies are forthcoming from that country. The level of prices is hardly likely to advance materially, despite the strength of the inquiry for coinage purposes.

Sole Object of Trouble Is To Defend China, Says Feng



General Feng Kuo-chang

Vice-President Admits That Situation Is Critical, Yet Believes it Easy to Meet; Will Take All Responsibility For Maintaining Order In His Own Province

The China Press is able to present to its readers the following telegram from Vice-President Feng Kuo-chang, relative to his position in the present situation, received at one o'clock this morning from the General's headquarters in Nanking:

"The situation at present is critical. But the sole object is to defend the country, so an amicable solution should not be difficult. I have resumed my official duties and will take entire responsibility for any disturbances occurring in my province."

(Signed)

"FENG KUO-CHANG."

Two British Officers In Greece Assaulted

(Reuters Agency War Service)
Athens, May 30.—Two British naval lieutenants have been stabbed on the beach at Phaleron, one dangerously, by a Greek workman, who was arrested.

AUSTRIA REALLY WAN'S PEACE, SAYS EMPEROR

Postpones Taking Oath Until New, Strong, Happy Country Established

(Reuters Agency War Service)

Amsterdam, May 31.—The Emperor Karl, in his speech from the Throne, at the opening of the Austrian Reichsrath, solemnly asseverated his determination to rule constitutionally and to preserve unimpaired the right of the people to a share in the government. Nevertheless, he keeps in mind the provision in the Constitution placing in his hands alone the decision connected with the conclusion of peace, but he is convinced that the happy development of the constitutional life of the country is impossible without expanding the constitution and administrative foundations of the whole public life, especially in Bohemia.

He has, therefore, decided to postpone taking the Constitutional Oath until the foundations of a new, strong and happy Austria have been firmly established.

Referring to the war, the Emperor Karl said that Austria has openly and without ambiguity expressed her readiness for peace, guided by the firm conviction that the true formula of peace can only be found in mutual recognition that positions have been gloriously defended.

CHARGE SUKHOMLINOFF GAVE SECRETS TO SPIES

Ex-War Minister Also Held Responsible for Shortage Of Munitions

(Reuters Agency War Service)

Petrograd, May 31.—The Minister of Justice has completed his indictment against General Sukhomlinoff, the Minister of War in 1914. He charges him with responsibility for the shortage of munitions and communicating information to Austrian and German spies.

The indictment mentions, as an example of a shortage, that 870,000 men were without rifles in October, 1914.

NANKING FATALITY MAY RAISE JAPANESE ISSUE

Deep Feeling Over Fray Of Thursday When Japanese Sailor Was Killed

China Press Staff Cable

Nanking, June 2.—Another Sino-Japanese issue will arise, it is declared, from the serious fight between Japanese sailors and Chinese soldiers in Nanking Thursday night. Five of the Japanese were seriously wounded in the fray, one dying the next day. The sailors were from the freighter Sorschi Maru, chartered by Jardine, Matheson and Co.

The dispute arose over the purchase of cigarettes, the sailors refusing to pay the price demanded. A crowd gathered during the ensuing squabble and the Japanese were driven off, taking refuge on the ship. They called on the rest of the crew and under leadership of the chief engineer returned to the ship and began smashing things up.

A number of Chang Hsun's soldiers became embroiled and several shots were fired and knives were drawn. The Japanese raided a nearby construction works for sticks and clubs to use as weapons and in the general melee five of the sailors fell. The rest were driven off.

Japanese Consul Takao held an inquiry aboard the ship at which Chinese officials were among the witnesses. It is said that the Chinese are placing blame upon the Japanese Legation.

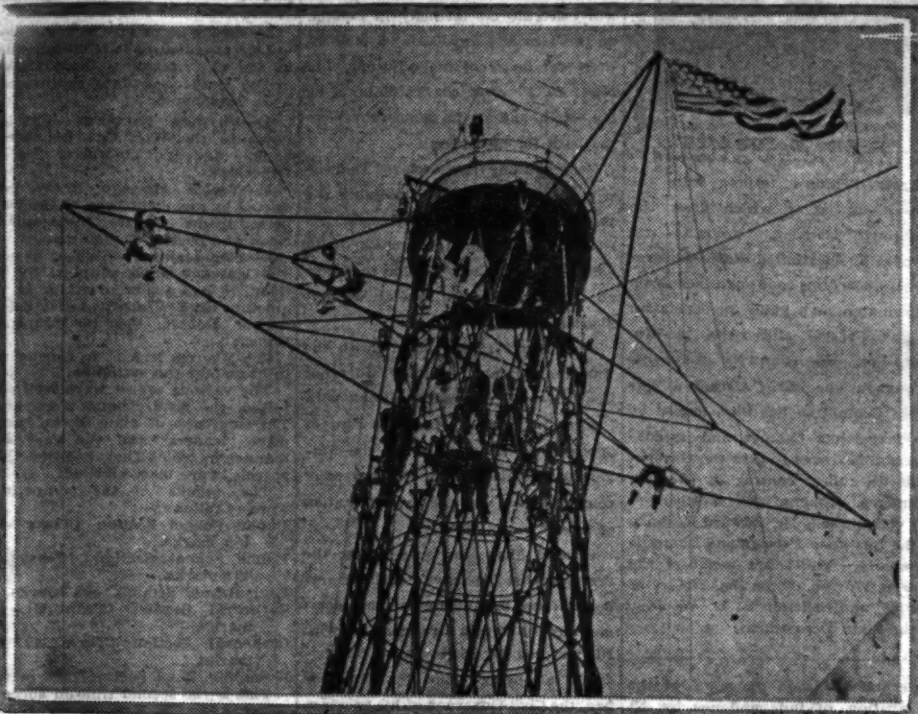
Japanese Investigating

Social Correspondence of The China Press
Nanking, China, June 1.—Mr. C. Harada, Secretary at the Japanese Consulate, stated this morning that the Japanese police are still investigating the regrettable incident which occurred at Fukow on Wednesday, May 30, but that, as understood at present, facts are as follows:

A 1,200-ton freight boat, bringing railroad sleepers for Fukow, arrived from Japan on that day. One of the sailors from this boat got into a quarrel with a drunken soldier. He returned to the boat to get the help of other sailors and the soldiers. Chang Hsun's followers got their guns. In the fight that ensued, one Japanese sailor was fatally wounded, and three were seriously wounded, some being hit by several bullets. Several Chinese soldiers were beaten up. First reports said that the four Japanese had died.

Action in connection with this incident await instructions from the Japanese Government.

Fighting Top Of The U. S. Battleship Georgia



The fighting top of the U. S. S. Georgia, from which the range for the gunners is procured when in action.

All Central America Now For The Allies, As Salvador Aids U.S.

Republic Offers Military Protection For American Interests Within Her Boundaries

(Reuters Agency War Service)

London, June 1.—Salvador has offered the United States military aid to protect American interests in Salvador. Thus, all the Central American States have now declared in favor of the Allies.

Rio de Janeiro, June 1.—The Senate has passed the Bill revoking the neutrality of Brazil.

Wilson Tells Russia American War Aims

Sends Documents Dealing With The Question of Annexation And Indemnities

(Reuters Agency War Service)

Washington, June 1.—President Wilson has sent a document to Russia, outlining the war-aims of the United States and dealing with the formula of: "No annexations and no indemnities," which will not be published till it has been presented.

Attacks on Italians Are Beaten Back

Assaults in the Vodice Area Fail and 83 Prisoners Are Taken

(Reuters Agency War Service)

Rome, June 1.—An official communique reports: The enemy, in massed formation, violently attacked Hill 692 and Hill 682, in the Vodice area, last night. The attacks completely failed and left 83 prisoners in our hands.

FORM CANTON SOCIETY FOR CHEN'S PROTECTION

Young Journalists Co-operate To Secure Fair Trial For Peking Editor

Reader's Public Service to The China Press

Canton, May 31.—The younger journalists in Canton, feeling anxious concerning the safety of Mr. Eugene Chen, have decided to form a committee and to wire to Peking, asking the authorities to give the editor of the Peking Gazette a fair trial and also to assure the Peking Gazette that they will stand by it.

Berlin Makes Peace Offer To Russia, via Maxim Gorky In Bulgar Minister's Note

'Insolent and Stupid,' Says Writer, Who Won't Even Reply; Pushing Arrangements for World Congress

(Reuters Agency War Service)

Petrograd, May 31.—Maxim Gorky has received a letter from M. Rizzo, the Bulgarian Minister at Berlin, proposing an armistice on the eastern front, pending negotiations for a separate peace between Germany and Russia and saying that Germany does not contemplate an offensive against Russia, if the latter remains quiescent. M. Rizzo offers to meet Maxim Gorky in Sweden.

Maxim Gorky, publishing the letter, describes it as insolent and stupid and says that he does not intend to reply.

London, June 1.—Events are apparently shaping towards a World Congress of Socialists, on the Russian initiative. The original suggestion made by the Dutch and Scandinavian delegation at Stockholm of a conference in June ended in a fiasco, owing to the strong presumption of an underlying German intrigue, but the acceptance by the French Socialists of the Russian proposal cabled yesterday morning has altered the situation.

The statement coming from Stockholm that the British Labor Party nominated Mr. G. H. Roberts as its delegate to the conference is incorrect. The Labor Party chose Mr. G. H. Roberts, Mr. Purdy and Mr. Carter to go to Petrograd, but, as Mr. Arthur Henderson was on his way to Petrograd, he interviewed the Swedish Socialist leader, Dr. Branting, at

Stockholm, who explained the wishes of the Russian Socialists. The Labor Party did not object to their nominees calling at Stockholm, to explain to Dr. Branting the determination of the majority of the members of the British Labor Party to vigorously prosecute the war.

The Executive of the British Labor Party will meet today, to reconsider the position in view of the attitude of the French Socialists. Meanwhile, Reuters Agency is informed that the British Government is anxious to gratify the desire of the Russians to learn the views of all sections of British thought and is facilitating the journey to Russia of such representatives, including Mr. G. H. Roberts, Mr. Ramsay MacDonald and Mr. F. W. Jowett, Labor M. P. for West Bradford. The Government emphasizes that it desires the fullest investigation and has nothing to conceal.

This decision will probably affect the voting in the French Chamber, today, when a stormy debate is expected on the subject of granting passports to French Socialists to proceed to Stockholm. The bulk of opinion in France is opposed to such permits.

On the other hand, it is urged that it would be dangerous to allow the Russian delegates to be influenced solely by the German Socialists. M. Houten, one of the French delegates to Russia, says that Russians assured him that it would be war to the knife if they found the Germans insincere or evasive on the subject of war aims.

British Navy Planes Bomb Three Towns

Tons Of Missiles Dropped On Ostend, Zeebrugge and Bruges In Successful Raids

(Reuters Agency War Service)

London, June 1.—The Admiralty announces: Naval air-craft carried out several raids from Dunkirk, last night. They dropped many tons of bombs, with good results, on Ostend, Zeebrugge and Bruges. All of them returned safely.

Demand Imprisonment Of ex-Tsar In Fortress

(Reuters Agency War Service)

Petrograd, May 31.—The congress of delegates from the front has demanded the transfer of the ex-Tsar to the Fortress of Peter and Paul.

Over 75,000 Prisoners In the Past Eight Weeks

British, French and Italian Captures Equivalent to Nine German Divisions

(Reuters Agency War Service)

London, June 1.—Reuters's correspondent at French headquarters reports that, between April 15 and May 24, the French took 31,829 prisoners, of whom 28,046 were unwounded, making, with the British and Italian captures, during the past eight weeks, a total of over 75,000, which is equivalent in bayonet strength to nine divisions as the enemy divisions are now constituted.

STRIKE AT BAKU

(Reuters Agency War Service)

Tiflis, May 31.—Alarming conditions exist at Baku, owing to strikes of workers employed in the oil fields.

PRESIDENT CALLS ON GEN. CHANG TO OFFER HIM ADVICE

'I Confidently Believe He Will Be Able To Save Dangerous Situation'

WANG COMMANDS

Accepts Entire Responsibility Where Military Is Concerned

SOUTH IS LOYAL

Kwang Provinces Support Peking; Yunnanese Want To Fight Tsuchuns

CHINA PRESS' OWN SERVICE

Peking, June 2.—Following upon Tang Hsu-lung's resignation, about eighty Chinputang members resigned today, for the purpose of effecting the self-dissolution of Parliament and, by necessitating re-election, avoiding the military men's forcible intervention, thus preserving the President's position.

Chang Hsun has stopped all military movements until his return to Hsueh-chow. This revolt is called by the military men a constitutional revolution, which will be bloodless, as Peking has no troops to oppose the rebels.

Li Ching-hsi is expected tomorrow as mediator, not as Premier. Feng Kuo-chang, Lu Yung-ting and Tang Yen-kai urge a speedy solution of the trouble, to avoid both internal and external dangers.

The situation is perilous, but actual fighting is not expected. Peking and Tientsin are peaceful and the trains are running as usual.

Chang Hsun is Invited To Visit the President

Reader's Public Service to The China Press

Peking, June 2.—The following mandate was issued early this morning: "Chang Hsun, the Tsuchun of Anhui, in a telegram has given his view of the present situation, in words at once earnest and sincere. On account of my lack of virtue and ability, as well as the fact that my prestige is insufficient to command respect, some officers whose duty it is to defend the country have joined together in a hostile demonstration.

"Events have turned out against my wish and I am smitten with regret and remorse. General Chang Hsun, who is highly meritorious and respected, as well as public-spirited and patriotic, is requested immediately to come to Peking, in order to confer with us regarding affairs of State.

"I confidently believe he will be able to save the dangerous situation, by coping with its difficulties. In earnest longing, I wait for his arrival."

Wanted Official Invitation

It is understood that this Mandate was issued owing to the refusal of General Chang Hsun to come to Peking unless he was officially summoned.

There is no news yet of General Chang Hsun. It was reported that he would arrive this evening, but it is thought probable that he will stay in Tientsin for a day or two, to confer with the leaders of the Chinputang and Peking Parties at present assembled there.

General Chang Hsun is bringing a number of his troops as a bodyguard. His arrival is awaited with intense interest, as, though he has not joined the independence movement, he is regarded as one of its instigators and it is believed that he has remained aloof, in order to be able to assume the role of mediator and attain his object without fighting.

It is understood that Li Ching-hsi is also coming to Peking, to assist in effecting a compromise, though he

firmly refuses to accept the Premier's ship.

Responsibility on Gen. Wang

The President has entrusted General Wang Shih-chun with entire responsibility for the military situation, which the latter has accepted.

A large number of members of Parliament have left for Tientsin during the past few days and no quorum could be obtained at yesterday's meeting of the Constitution Conference.

Troops of the 7th Division, commanded by Chang Ching-yao, have occupied the bridge across the Yellow River, on the Peking-Hankow Railway. Traffic continues normally, except that every train is inspected.

According to reliable reports received in Peking, up to the present there has been no large movement of troops and the situation is practically at a standstill, pending General Chang Hsun's mediation.

Canton Against Tuchuns

Canton, June 1.—The Military Governor, General Chen Pin-chun and the Civil Governor, Chu Ching-lan, denounced the rebellious Tuchuns, yesterday, when attending a reception given in honor of the newly-arrived Military Governor, while the Yunnan troops here are greatly indignant concerning the action of the rebellious Tuchuns and will obey the summons at any moment if called northwards to defend the President and Parliament. So far, Canton is peaceful and the people are not excited though the reports received (7 from the North) are unfavorable.

Inspector-General Lu Yung-ting and also the Tuchuns of Kwangtung and Kwangsi support Peking, while the Republicans are also ready to defend the President and Parliament. The Party leaders are working quietly to organize an effort to oppose the rebellious Tuchuns, but they will not appear openly unless the Tuchuns get out of control and take action against the legal authorities.

The Kwangtung Provincial Assembly is demanding the punishment of the rebellious Tuchuns, first by ousting them from their offices and assuring President Li Yuan-hung and Parliament of its loyal support. It is understood that the former revolutionary leaders, Chen Chung-ming, Hu Han-min, Tsen Chun-hsuan and Li Lieh-chun will soon visit Canton, probably to organize a force to defend the republican institutions.

Significant Move at Pengpu

Special Correspondence of The China Press

Pengpu, June 1.—Something seems to have delayed the development of General Ni's expedition to the north. Although preparations have been made and the troops assembled none of them as yet has been started. Freight traffic has been entirely stopped since the first of the week. Passenger trains are however running according to schedule although several of them were ordered stopped by the military during the middle of the week.

The most significant thing is that yesterday two or three trucks were loaded with field guns but in a few hours they were again unloaded. Some score or so of trucks have been loaded with grain and held in readiness.

From the Chinese Press

The naval authorities of Shanghai will remain loyal to the Central

May Adopt 'Blacklist' Methods Of Britain



DR. E. PRATT.
Photo by Camera Press

Great Britain's trading with the enemy act, out of which grew the celebrated "blacklist," probably will be used by the United States Government, according to despatches from Washington, as a guide for legislation to give Federal authorities a firm grasp on the country's commerce throughout the war. Already a War Trade Committee has been named by the President's Cabinet and is considering measures to give the Government the fullest control of overseas commerce. Among the members of this committee is Dr. Edward E. Pratt, of the Bureau of Foreign and Domestic Commerce. The other members are Charles Warren, of the Department of Justice, and Solicitor L. H. Woolsey, of the State Department.

Government. Upon the news of the declaration of independence by Ni Shih-chung, Admiral Sah Chen-ping called an extraordinary meeting of all his subordinates, who unanimously scored the action of the Anhui Governor and agreed to be loyal to Peking to the last moment.

When Li Hui-chi passed through this city last week, Admiral Sah was approached on the subject of a possible break with the government, but the local naval head ignored him altogether.

Mr. Chow Wan-pun, acting managing director of the Shanghai-Hangchow-Ningpo Railway, received a telegram Thursday from Yang San-tuh, Tuchun of Chekiang, asking him to furnish cars for the transportation of troops and munitions, but the former has not yet answered him and, it is said, does not intend to grant his request.

The Japanese Minister, Baron G. Hayashi, called on the Chief Executive, Friday, and inquired about his plans to solve the situation. News from diplomatic circles indicates that the envoys from the United States, Great Britain and Japan decided at a conference Friday to intervene. They will demand the immediate restoration of traffic on the Tientsin-Pukow line, the immediate decision of Parliament on China's foreign policy and the assurance of the country to

allow no fighting to endanger the lives and property of the foreign residents. Plans for the defence work of the Legation Quarter at Peking have been already formulated by the Ministers of the various Powers. They will be along the same line of defence measures taken during the Boxer rebellion. Troops of a certain nation will be called in for active service in case of emergency.

The expeditionary forces despatched by the several Military Governors will not enter the Metropolis directly. They will be stationed separately at Functan, Whangchun and Changshichuang, awaiting orders from their headquarters at Tientsin.

General Ni Shih-chung has announced that he has appointed his brother, Ni Yao-fung, as commander-in-chief of the Peking expedition. Ni will celebrate his birthday in Pengpu on the 14th of this month. The Vice-President has sent his adjutant, Liu Na-shun, to offer congratulations on his behalf and at the same time pave the path for mediation.

General Feng has declared that he will be neutral and will maintain the peace of the Province of Kiangsu. As soon as Parliament is dissolved, Feng believes that he will be able to pacify all the Tuchuns in revolt, without bloodshed.

Shansi and Chihli sided with the Tuchuns Friday. Military Governor Yen Hsi-san severed relations with Peking without any previous sign of opposition. Many cars of the Tai-yuanfu-Shihkiachuang Railway were commandeered for the transportation of troops.

General Tsao Kun was among the first reported to have declared independence, but, owing to the incompleteness of certain arrangements with Ni, wavered for some time. On Friday, Tsao, being joined by Chu Kia-pao, the Civil Governor of his province and Van Kuo-chang, commander of the 20th division stationed at Pao-tingfu, openly declared his association with Ni Shih-chung.

The Civil Governor of Chekiang, Che Shi-ling, although a good personal friend of President Li, has now decided to be directed by his military confrere, Yang San-tuh. He has withdrawn his resignation.

Li Kung-yung, Civil Governor of Shensi, has been arrested by Chen Shu-fang, the Tuchun, on account of his opposition to the action of the latter. Li Mong-pio is now acting Shanghai.

Lu Yung-ting, Inspector-general of Kwangtung and Kiangsi and Tan Shien-kan, Military Governor of Hunan, have offered to mediate the dispute between the Central Government and the provinces.

Tai Kan, Acting Military Governor of Szechuen, asked for the assistance of Feng Kuo-chang to suppress the rebellious leaders by force.

Troops under Chen Kwan-yuan, assistant commander of the precautionary troops, upon being ordered to guard the Peking-Fengtien Railway, refused to obey. Chen has resigned and is to be succeeded by Kiang Chao-chung.

Wolf-Cubs' Competition

Public School Win Shield

The second competition for the Proficiency Shield of the Wolf Cubs was held yesterday afternoon, in the Cathedral grounds. The rules state that each section must be represented by a team of eight "cubs" and a leader whilst sections with a strength of twenty or over should send in two teams. The sections competing were the Shanghai Public School (two teams), Cathedral School (two teams), the High School and the Kungping Road School. The French Section, owing to epidemic, were absent.

The competition consisted of the following events:—

1.—Knot Tying.—Four out of six knots, with their uses, as named by the examiner; Judged by Scoutmaster S. Hore.

2.—Message Signalling in Semaphore.—A short message conducted by any four boys of the team.

3.—Group Signalling in Semaphore.—Letters being made simultaneously by the whole teams at the command of the Leader. Judge: Scoutmaster L. D. Macdonald.

4.—Physical Exercises.—As laid down in the Wolf Cub instruction book. Judge: Cub-Master F. W. Etheridge.

5.—Verbal Message Relay, conducted by any eight boys of the competing teams. Judges: Instructor H. Nash and Second L. Goldman.

6.—Fire Lighting.—Billy-can, wood and matches being supplied by the team, to boil a pint of water in the quickest time. Judges: Assistant Scoutmaster Donald and Instructor M. Poos.

Cub-Mistress Mrs. F. L. Garner was in charge of the statistics.

The various events were well contested, the rivalry being very keen. The smartness of some of the diminutive "leaders" and the very able manner in which they handled their patrols, were most marked.

The results of the competition were as follows:—
Public School Section (Team B), 450 marks.
Public School Section (Team A), 421 marks.
High School Section, 408 marks.
Cathedral Section (Team B), 403 marks.
Cathedral Section (Team A), 382 marks.
Kungping Road Section, 376 marks.

This is the second time in succession that the Shield has been won by the Public School Section, reflecting great credit on the training of Cub-Mistress Mrs. F. L. Garner.

The Dean (Very Rev. A. J. Walker) in presenting the trophy, had a brief but very interesting talk with the youngsters on their motto: "Do your best," remarking that their "best" should be performed not for themselves as individuals, but on behalf of their "wolf-mother," as represented by their section, their school and country.

A pleasant afternoon finished with the "Pack" taking tea with their Cub-Master, Mr. F. W. Etheridge, to whose painstaking organization was due much of the success of the meeting.

At The Theaters

The Lyceum Theater this week, on Tuesday night, will inaugurate the engagement of T. Daniel Frawley and his New York company in a repertoire containing a number of the biggest stage successes of the past two years. The company opens with Avery Hopwood's farce, "Fair and Warmer," which as a laugh producer made stage history in the States. Mr. Frawley, who is an actor himself as well as one of the best known of American producers, will play the leading comedy role. He will be assisted by Miss Cordelia Haeger and a strong supporting cast.

"Zona," celebrated dancer of the Hawaiian "Hula Hula," is the head-

liner at the Apollo for tonight, leading off a bill of combined vaudeville and motion picture numbers. The Frances Dainty Co., slack wire and bicycle experts, are other features. This afternoon at 3 will be screened the 11th and 12th episodes of "Who's GUILTY?" and the Frances Dainty Co. will also appear. The final two episodes of "Who's GUILTY?" and a strong feature program begins tomorrow. The Apollo is announcing a powerful new serial, "The Shielding Shadow," to begin next week.

"The Battle of the Ancre," said to be an even greater film than the much talked of "Battle of the Somme," and showing the famous British "tanks" in action, will have its first showing at the Olympic Theater tomorrow. Hydroplanes and submarines are other features of the picture. It will run for one week

only. Today's matinee and night performances conclude the local stay of "The Battle of the Somme."

An all-star variety company begins a week's engagement at the Victoria this afternoon at 3.15 bringing a long list of new specialties and vaudeville hits. The acts include numbers by Leywood and Norell, Ethel Hill, Con Colyer and the Sisters Aberdare.

The 13th and 14th episodes of "The Iron Claw" will be on display at the Town Cinema Theater commencing Monday, together with four reels of fine additional films. "Lillian's Atonement" is the feature today.

The Isis Theater shows the 5th and 6th episodes of the master thriller, "The Mysteries of Myra" and three screamingly funny farces tonight.

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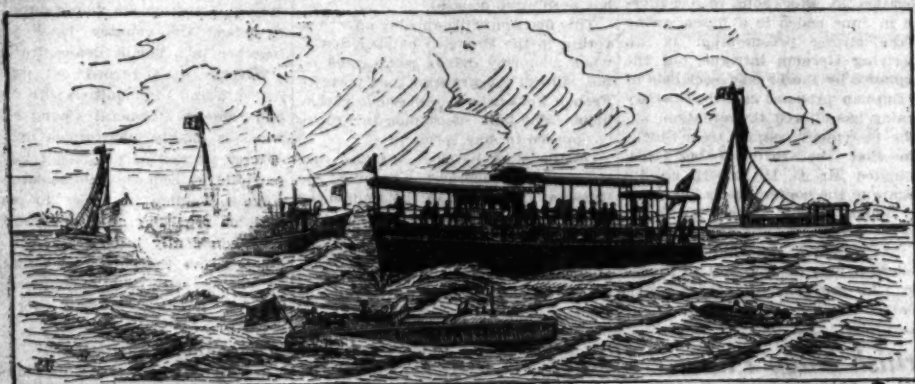


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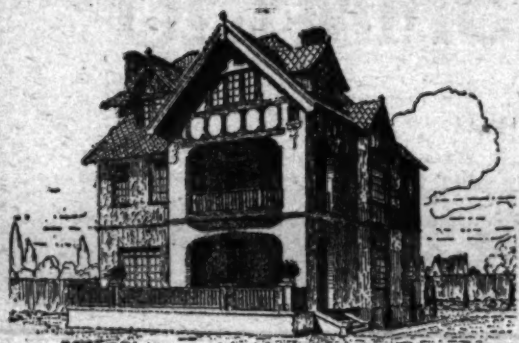
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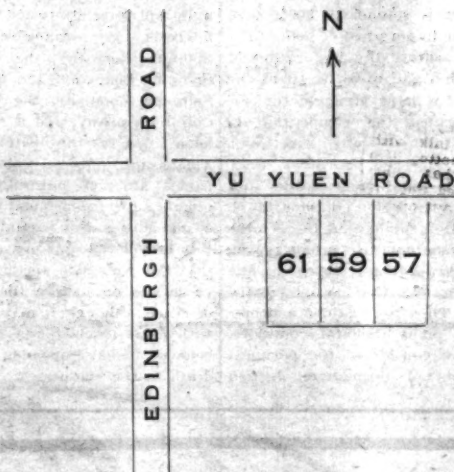
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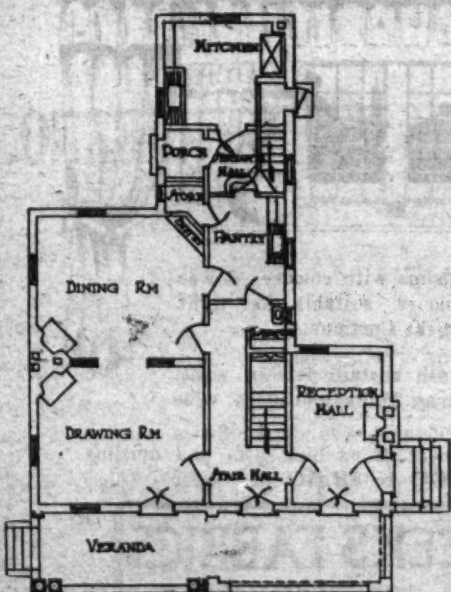
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Japanese Press Comment On The Peking Situation

The Tokio Asahi cannot predict what is to be the course of Chinese politics, following the retirement of Premier Tuan, and will watch further developments before forming its opinion. The editor says:

"The news of the dismissal of Premier Tuan is received with surprise. There was no other way, however, to get through the deadlock in Chinese politics. Some people believed too much in the power of Premier Tuan. But the former premier had only maintained his position of influence by the momentum of forces that had been in support of him so far. On March 4, when the former premier had a conflict of opinion with President Li Yuan-hung on the question of participation in the war, he left for Tientsin. The democrats at that time suggested that President Li dismiss Premier Tuan. But at that time President Li did not take this drastic step. Besides, the democrats were not fully prepared to give sufficient support to President Li. Then followed the failures of Premier Tuan, culminating in the trouble of May 10. The democrats and the presidential offices were now altogether ready to support President Li in the drastic step which he has now taken. So the political change in Peking was not a sudden one. It had been expected. But some of the powerful military governors have agreed to support Premier Tuan, and their strength should not be lightly estimated. They are going back to their respective provinces in order to prepare for future trouble, it is reported. Under these circumstances, the future of Chinese politics may not be altogether peaceful. The democrats know well what power the northern militarists have so that in planning for the ministry to succeed the Tuan Ministry, they will not try to organize a purely democratic ministry at once. They will support a coalition ministry for the time being and wait until their own time comes.

Hayashi's Attitude a Factor
"It cannot be said that the attitude of Baron Hayashi in the last few days had no relation to the final decision of President Li Yuan-hung. When Premier Tuan tried to have the war bill passed, even by dissolving Parliament, Baron Hayashi expressed his private opinion that such a course would not be politic. He has given the same advice to the military governors. We can easily believe that that advice of Baron Hayashi prompted the military governors to leave Peking for Tientsin. That was why Premier Tuan, who had been very firm in the past, has not protested against his dismissal by President Li Yuan-hung."

The Nichi Nichi, commenting on the victory of the democrats in China, says that this victory cannot be called final. The supporters of Tuan Chi-jui are bound to take revenge. Chinese politics will be complicated again. Both factions in Chinese politics are using constitutional questions as a lever to gain power. The democrats

have tried to cut down the power of the ministry and to give the President and Parliament more power. It is doubtful, however, whether such policy will be advisable for China. China is still in an abnormal political condition. Both the government and Parliament should address themselves wholeheartedly to establishing a sound constitution. But both sides are trying to gain more power by using constitutional issues as a weapon of warfare.

Praise for President Li

The Chuangwai Shogyo praises President Li for his firmness. He is very gentle man, careful of what he does, so when he took the recent drastic step, he must have been well advised in doing so. But this drastic step was only temporary. What will be done in the future? It may be that there is an understanding between President Li and Premier Tuan, so that it is possible that Tuan Chi-jui will be re-instated in his former position and a coalition ministry be formed. If so, the war bill may also be passed by Parliament.

The Tokio Mainichi uses the Chinese political change as a weapon with which to beat the Terauchi Ministry. The Terauchi Ministry has from the first helped the Tuan Ministry, forgetting that such a policy is bound to win the displeasure of the southerners. What is the Terauchi Ministry going to do now? If by helping the Tuan Ministry, the Terauchi Ministry could not rescue it from a fall, it was better not to help it at all. That the Terauchi Ministry, under pretence of non-interference, has helped the bureaucratic ministry in China has brought about this sad result. Is the Terauchi Ministry going to stand idly by and watch Peking politics?

Terauchi Ministry Blamed

The Osaka Mainichi also calls the attention of the Terauchi Ministry to what is taking place in China, and warns the Government against repeating the mistake of showing partiality to the militarist faction in China, as against the democrats.

The Jiji expresses great satisfaction over the news of activity of the Japanese Navy in the Mediterranean Sea, now confirmed by the Japanese Navy office. The editor enlarges upon his joy to learn of the news, and upon the part the Japanese navy is taking in the world war. He also enlarges upon the fact that the fleet under Rear Admiral Sato has broken a world's record in rescuing sufferers from the submarine attack. He urges the Japanese Navy to increase its activity.

The Yomiuri, commenting on the activity of the Japanese Navy, says among other things that there are those who think that Japan is only in the war to help England because of the Anglo-Japanese alliance. Japan's position as regards the war has changed. Japan should be active beyond the limit of her friendship for Britain.

Heir to \$100,000,000 Enlists as Private



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Mail Notices

MAILS CLOSE

For Japan:—
Per N.Y.K. s.s. Yawata M. June 5
Per N.Y.K. s.s. Kasuga M. June 7
Per R.V.F. s.s. Simbirek . . June 8
Per N.Y.K. s.s. Yashiro M. June 8
For U.S., Canada, and Europe:—
Per N.Y.K. s.s. Kikura M. June 13
Per T.K.K. s.s. Nippon M. June 14
Per T.K.K. s.s. Shinyo M. June 23
For Europe:—
Per N.Y.K. s.s. Kamo Maru June 18
Per N.Y.K. s.s. Kashima M. June 24
The American mail is due here tomorrow, per T.K.K. s.s. Shinyo Maru.

CARE OF THE TOP

Very often a top is ruined by folding it while wet or damp. It should be allowed to remain open until quite dry. Do not use gasoline for removing spots or grease. Gasoline tends to dissolve the rubber in the fabric, and causes it to blister. Use a good soap and warm water for washing the top.

Japan Cotton Mills Plan Big Combines

Only Five Large Concerns to Be
Left After Amalgamation
Process Is Over

A notable tendency is in evidence among cotton spinners. They have realized the importance of being fully prepared against the restoration of peace, which will mean to them the opening of a hard struggle for existence against the competition of Germans, British, and Americans. They will now try to make their financial position more stable and secure by a wholesale combination.

Most cotton spinners in Japan have recently made immense profits, owing to the extraordinary boom in the cotton yarn and the cotton textile markets. They have gained a firmer footing in many Oriental countries, which were considered the permanent markets of German or British

spinners. Their position is at present the best in the history of this time of business in Japan, but it is felt, however, that this is only an abnormal condition brought about by the war.

After the war it must be changed. British or German spinners will begin their struggle to regain their lost trade in the East. This has been brought home to the Japanese spinners. They apparently believe that they must raise the standard of their goods and also that they must concentrate the capital in their hands which may enable them to face all contingencies.

They also plan as one of the means to place them in a state of full preparedness that not only spinning mills but weaving, printing, bleaching, and dyeing mills will be included in their big combination.

The Kanagafuchi Cotton Spinning Company has already set about realising this plan. It has not only enlarged its spinning mills but created bleaching and printing works. This, apparently, is deemed insufficient to meet the situation. The company, therefore, has begun to amalgamate with other mills, which may be the quickest and best means to enlarge its status. The Fukushima Cotton Spinning Company, Osaka, is the first mill to be fused in the biggest cotton mill in Japan.

This example is followed by other prominent mills. The Amagasaki and the Naniwa Cotton Spinning Companies, it is learned, will combine shortly. If this is effected, the new concern will be one of the biggest cotton mills in the world, with a total of 540,000 spindles in operation. The Naniwa, the Ehime, and the Matsuyama Cotton Spinning Companies will also be fused in one big concern, and may act as auxiliary mills to the Kanagafuchi Cotton Spinning Company.

The Toyo Cotton Spinning Company, the second largest cotton mill in Japan, is reported to be preparing for the amalgamation of the Hino and the Nagasaki Cotton Spinning Companies. The remaining smaller mills will also be fused in either the Fuji Gased Cotton Spinning Company or the Goto Cotton Spinning Company.

Thus in the long run Japan's cotton mills will be concentrated into five big interests, the Kanagafuchi Cotton Spinning Company, the Toyo Cotton Spinning Company, the Goto Cotton Spinning Company, the Fuji Gased Cotton Company, and a new concern made up of the Settsu and the Amagasaki Cotton Spinning Companies; although, naturally, there may remain a few independent mills operated by independent capitalists.

It is believed among cotton men that this wholesale amalgamation will be carried out before the restoration of peace, although it may be attended with many troubles and delays. It is believed to be a question of life and death to the spinners.

MILLARD'S REVIEW OF THE FAR EAST

First issue Saturday morning, June 9th, 1917.

WHILE this journal takes an American character by reason of its editorship, it has no purpose of narrow national partisanship. It will aim especially, by continuously reflecting to America and Europe a review and summary of events in the Far East, to cause a better understanding there of conditions here, and in this way to aid in promoting advantageous mutual relations between East and West.

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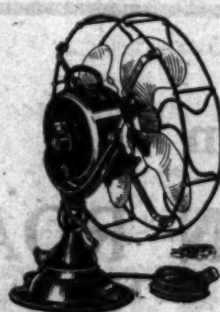
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Sailors' Orphans Fund

A warm letter of appreciation thanking the generous Shanghai donors to the Sailors' War Orphans Fund has been received by the fund management, from the general secretary of the Navy League in London. The text of the letter, which is under date of April 13, follows:

"Dear Sir,
Your very kind communication, dated the 8th ult., addressed to Sir Frederick Green and Mr. V. B. Tritton, Hon. Treasurer of the "Sailors' Day Fund" has been handed to me to deal with, and I hasten to convey to you, and to the generous donors and patriotic people of Shanghai, on behalf of His Grace the Duke of Buccleuch, and the Executive Committee of the Navy League, and on behalf also of Lady Beatty, and Lord Beresford, an expression of warm gratitude and appreciation for the splendid response which has been made to your appeal. I am informing Lady Beatty and Lord Beresford of the splendid munificence of the Shanghai people, and they will no doubt in due course write you direct their messages of thanks for the public spirited support which has been forthcoming from your community. I observe from the terms of your appeal, that the money which you have so handsomely raised is to be entirely appropriated for educational purposes, and that no part thereof is to be allocated to Naval Charities, otherwise than those which provide for work of this character. The contribution you forwarded will for the moment be placed to the credit of the "Nelson Day Fund" of the Navy League, and after consultation with Lady Beatty and Lord Beresford, my

Committee will take steps to deal with the Fund, so that the best possible results may be achieved in the interest of the objects which you have in view. I shall be glad to have from you, at your convenience, further particulars of the subscribers, so that wide publicity may be given in this country to the devoted interest of the Shanghai people to the officers and men of His Majesty's Navy, and of the mercantile marine. You will, perhaps, take such opportunity as presents itself to make known the thanks of the Navy League to the donors, for the help which has been so nobly given. I am communicating with the Chartered Bank of India, and will advise you at once, when the money is paid over to us.

Yours very truly,
(Signed)
General Secretary."

Mr. S. Mason, Hon. Secretary and Treasurer of the fund, reports that since the remittance referred to in the letter four additional amounts have been forwarded—one of £189.10.2, one of £500, one of £3,000 and one of £1,153.2.0. Yesterday he sent still another remittance of £1,025.10.0, making a total of £10,818.2.2 to date. He adds: "We still have in hand £15,345.83 and £12,279.42 and hope shortly to remit a further substantial sum."

CORRECT POSES

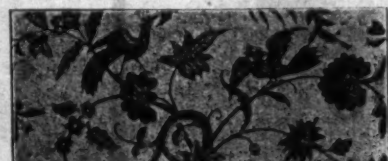
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WILSON'S MESSAGE HIT GERMANY LIKE AN ELECTRIC SHOCK

World Man Says Prior To Its
Delivery Transatlantic Alarm
Was Considered Magnificent
American Bluff

U. S. ENTRY PUTS WOEFUL
END TO ALL PEACE HOPES

People Generally Now Believe
That Other Neutrals Soon Will
Follow Action of Newest Pow-
erful Belligerent

By Cyril Brown

Copenhagen, April 22.—No survey
of public opinion can be complete
unless it embraces the opinion, the
feelings, of the man in the street.

While America's entry into the
war had long been discounted in the
highest military and political
quarters and did not shake the
optimism induced by the Russian

revolution, to the intelligent and
thinking German who is not an
official, war with America is much
like a nightmare which has sudden-
ly become a reality.

Message an Electric Shock

To the man in the street, who up
to the last had hoped against hope
that the transatlantic alarms might
all be part of a magnificent Ameri-
can bluff, President Wilson's
message came as an electric shock.
But it was quietly and soberly borne
because, since the war, German
nerves have become hardened to
even the strongest stimulus.

The first effect of President Wil-
son's message on the masses of the
German people was, as nearly as I
could judge, decidedly depressing.
That America should come in
against them in the third year of
the war seemed a gloomily ominous
fact and one from which the man in
the street could extract not the
slightest grain of comfort.

The full earnestness of the times
never weighed so heavily on the Ger-
man people as during the forty-eight
hours following the President's
message.

Germans Are Shock-Proof

When I left Berlin, however, the
man in the street had completely re-

covered his stoical composure and
was going about his business with
his old shock-proof fatalistic forti-
tude. This attitude was representa-
tive and typical of the very individ-
uals whose initial depression was
caused by an instinctive feeling that
America's entry into the war put a
woeful end to all peace hopes and
dreams for the immediate future;
that it would prolong the war many
months, perhaps indefinitely; that
the physical and moral odds against
Germany are now so great that the
most heroic effort cannot overcome
them, and that probably other
neutrals would follow America's
lead.

To the man in the street America
is, in the first line, the land of the
almighty dollar, so he had a momen-
tary discouraging vision of America's
crushing financial power being turned
against Germany. Nor did he
attempt to minimize America's
human and economic resources as a
factor in the last phase of the war.

"The richest nation on earth is
against us!"

"The most powerful country in the
world is our open enemy."

Such were the typical frequent
phrases heard immediately after the

text of President Wilson's message
became known.

Think Wilson Declared War

"We were just about able to finish
with Russia, France and England, but
now that America has come in"—a
business man remarked without com-
pleting the sentence.

Other Germans expressed the fear
that the war could not be brought to
an end this year and there were still
others who feared that America's en-
try would put fresh heart into the
French and keep Russia from break-
ing away from the coalition.

The man in the street regarded
President Wilson's message as the
declaration of war, the subsequent ac-
tion of the American Congress being
considered a mere formality. But
while fully realizing the existence of
a state of war, most of the Germans
with whom I talked could not yet
bring themselves to regard America
as an enemy nor war between Ger-
many and America as a real hostile
conflict. They seemed still to regard
the state of war with America as a
more or less academic theoretical
affair. For this reason, probably, the
man in the street harbored no bitter-
ness nor animosity toward America or
Americans.

The curious psychological condition

of the Germans appears to be that
they already had so many enemies
they are quite incapable of absorbing
any more, and the man in the street
could no more bring himself to regard
Americans as enemies than he could
so look upon the few Chinese in
Berlin.

As illustrating the platonic view
taken of the war with America by the
man in the street, a manufacturer of
war material, whom I met on the day
the news reached Berlin that Con-
gress had passed the war resolution,
said:

"Come up to the house for dinner
even though we are enemies. We will
talk politics afterward."

The man in the street, in general,
showed little or no emotion, no glim-
mer of the expected furor Teutonius.
No outburst of rage, nor had America's
entry into the war robbed German
Michel of his naive good humor. The
man in the street assumed as a matter
of course that the Americans in Ger-
many would not be treated as enemies
and pointed reassuringly to the fact
that numerous Italians and Rumanians
are running about Berlin loose and
unmolested.

An Unpleasant Reality

For the first time since the early
months of the war the Americans in
Germany were almost popular, the

man in the street scouting the pos-
sibility of your internment, hoping
you would stay and expressing regret
when you presently packed up and
left, the departure of Americans bring-
ing home to Germans the unpleasant
reality of war with America.

Curiously enough a woman coun-
seller The World correspondent to
make the speediest departure, the
unerring feminine instinct acenting
the risk of internment.

The paradoxical absence of hard
feeling shown by Germans generally
was rather uncanny and got on one's
nerves, but was not to be taken seri-
ously.

For a few days after the declaration
of war Americans were regarded with
mild curiosity, but there was no
getting any rise out of anybody on
the subject of the war during my
last few days in Berlin. I tried the
experiment of talking in English
loudly in public places—restaurants,
hotel lobbies, theaters, cafes, on the
streets—but nobody appeared to re-
sist it; not a patriot's goat could be
got. A year ago this experiment would
have yielded material unpleasantness.
The man in the street quickly re-
covered from his initial depression and
entered the regretful stage in which
one heard such frequent phrases as
"Too bad that a century-long friend-
ship should end in war," coupled with
the corollary hope that the war would
not leave a lasting enmity.

Intend Coming to the U. S.

An interesting sidelight is thrown

on the present Teuton state of mind
by the fact that numerous Germans,
after the declaration of a state of war,
told me they intended to emigrate to
America as soon as peace was restor-
ed. Another significant fact is that,
after America's entry, the man in the
street developed a remarkable and
laudable thirst for knowledge, want-
ing to know why America had enter-
ed the war; what America could
possibly hope to get out of it; why are
Germans so unpopular in America and
throughout the world; what was at
the root of the trouble; why was the
whole civilized world against them;
why had America insisted on her right
to send ships to England and France
and not equally to Hamburg and Bre-
men; what were America's war aims
and what were President Wilson's
peace ideas.

The man in the street when last
seen, had completely regained his
fatalistic stolidity, not untinged with
optimism inspired with implicit faith
in von Hindenburg's authority and
von Ludendorff's genius.

After thinking it all over, the man
in the street came to the conclusion
that despite America's entry the sub-
marine war must be for the best, and
everything will come out all right.
For every German von Hindenburg's
name is still a gilt-edged security.

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News Brevities

The Commercial Pacific Cable Company gives notice that cablegrams without text, or with only single word text, will not be passed by censor.

The T. K. K. s.s. Shinyo Maru is due to arrive at Woosung at 11 o'clock tomorrow morning. The tender will leave the Customs Jetty at 5 p.m. the same day, conveying passengers to Woosung, en route for Hongkong.

On the 9th inst., the marriage will take place at All Saints' Church, Tientsin, of Miss M. C. Allen, the only daughter of Mr. and Mrs. E. P. Allen of Tientsin, and Captain P. H. Hagby, of the 15th U. S. Infantry.

Mr. Francis Ellis is very ill at the General Hospital, having undergone a serious operation.

A number of promotions and increases in pay are reported to have been made in the Customs service amongst the outdoor staff.

Censoring Of Films For Chinese By Local Body Wins Approval

The censoring of cinematograph films for Chinese audiences in Shanghai by a committee of thirty-four representative Chinese and foreigners, who desire that the Chinese have only the best, which was undertaken some time ago, is proving successful. The committee is devoting considerable time to selecting the good and rejecting the questionable or indifferent.

The moving picture show in China is growing in popularity and is exerting a large influence on the thought and life of the Chinese, but many of the films introduced into China are very undesirable, giving to the Chinese a false conception of European and American life.

The distinctive service of the Film Censoring Committee is to examine all films submitted to it and recommend those which in the judgment of the Committee are of educational value or edifying for a Chinese audience. To render this service the Committee was organized in 1915 and since then has been censoring films at Pathe's go-down on Ningpo Road. While a blacklist is not made, a list of desirable films is prepared from time to time giving the findings of the Committee, stating the name of the picture, the length, the maker, and a synopsis of the story. Information of this sort enables the renter of films to safeguard his audience from objectionable material.

A recent questionnaire to those who had received a copy of the book of censored films brought forth some very encouraging replies, assuring the Committee that the service is appreciated especially by those who wish to exhibit clean and wholesome films.

The Film Censoring Committee consists of the following:

| | |
|-------------------|------------------------------------|
| Mr. J. C. Clark | Dr. Fong F. See |
| Miss T. Y. Chen | Miss Ada A. Grabbill |
| Mr. Li Chi-fan | Mr. S. K. Tsao |
| Mrs. Li Chi-fan | Mrs. S. I. Woodbridge |
| Mr. Y. S. Chuck | Mr. J. Robertson |
| Mr. F. H. Sites | Mrs. H. P. Sallor |
| Mrs. F. R. Sites | Mr. O. G. Starrett |
| Miss V. P. See | Mrs. J. Robertson |
| Miss Mayhew | Mrs. A. P. Parker |
| Mr. D. Roberts | Dr. A. P. Parker |
| Dr. Y. Y. Tsu | Mrs. H. C. Mei |
| Dr. T. H. Lee | Mr. E. G. Tewksbury |
| Mrs. T. H. Lee | Mrs. Luke Chang |
| Mrs. S. E. Hening | Mr. A. Q. Adamson |
| Mr. S. E. Hening | Dr. Evan Morgan |
| Miss Su Voong | Rev. T. K. Voong |
| Mrs. R. C. Beebe | Mrs. P. S. Yie (or Miss Mary Ting) |

The Executive Committee is composed of Dr. Y. Y. Tsu, Chairman, Mr. C. F. Li, Vice-Chairman, Mr. S. E. Hening, Executive Secretary, Mrs. John Robertson, Associate Secretary, and Mrs. H. C. Mei.

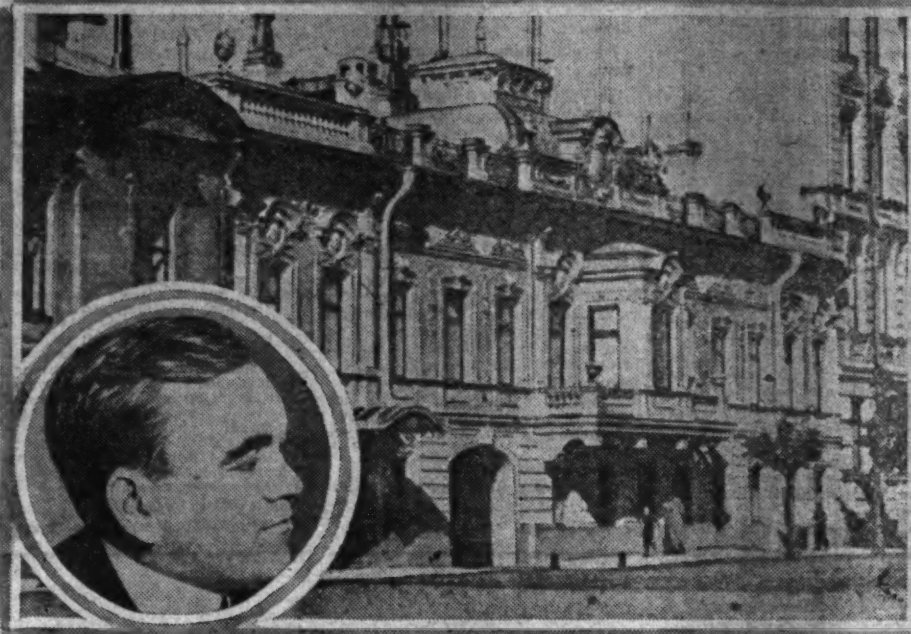
KING GEORGE'S BIRTHDAY

In honor of King's George's birthday 'A' Company (British), S. Y. C., paraded at the Consulate yesterday morning for inspection by Sir Everard Fraser, who is an honorary member of the Company.

Telegrams of congratulation were sent from Shanghai by the Royal Society of St. George, St. Andrew's Society, St. Patrick's Society, and St. David's Society. St. George's Society telegraphed as follows:—"Lord Stamfordham, Buckingham Palace, London, Shanghai branch Royal Society St. George respectfully tender heartiest congratulations to His Majesty—(signed) Haviland de Sausmarez."

The cable from St. Patrick's Society stated:—"The King, Buckingham Palace, England, Saint Patrick's Society, Shanghai, presents congratulations and renewed assurance of unwavering loyalty to Your Majesty."

U. S. Embassy, Petrograd, Scene of Mob Demonstration



AMERICAN EMBASSY, PETROGRAD, SAT. J. MOONEY

Incited by Nikolai Lenine, the Socialist Radical and Pacifist, who had just returned from Switzerland, a Russian anarchist mob marched on the American Embassy in Petrograd with the purpose of assassinating Ambassador Francis. Lenine had told the crowd that America was the enemy of Socialism. He gave as a reason the fact that Mooney had been hanged. It is presumed that he meant Thomas J. Mooney, the San Francisco labor leader, who is under sentence of death in connection with the bomb explosion at the San Francisco preparedness parade last July, but who has been granted a new trial. Ambassador Francis was at dinner with some English guests and did not understand what danger he was in until a battalion of Russian soldiers, rushed to anticipate the mob, arrived to guard the premises. The plotters scattered when it was learned that the troops had arrived ahead of them.

Church Services

Holy Trinity Cathedral.—June 3.—Trinity Sunday, 8 a.m. Holy Communion. 11 a.m. Morning Prayer. Shaw in C. Anthem "I am Alpha and Omega" Stainer. Preacher—The Dean. Noon Holy Communion. 3 p.m. Children's Service. 6 p.m. Evening Prayer. Anthem "Lead me Lord" Wesley. Preacher—The Dean.

June 6.—Wednesday, 8 a.m. Holy Communion. 6 p.m. Evening Prayer. Union Church.—Sunday, June 3.—11 a.m. Preacher Rev. C. E. Darwent M.A.; Subject The Trinity, a comforting truth; Chant 52; Anthem "Come Holy Ghost" (Attwood); Hymns 506 "Lest we forget" (Kipling); 222 6 p.m. Preacher Rev. C. E. Darwent M.A.; Subject The two Christs; Chant 38; Anthem "Blessed are the merciful" (Hills); Hymns 223, 198, 271, 7 a.m. Holy Communion. Hymns 489, 488.

Christian Science Society of Shanghai, Masonic Hall, The Bund, Sunday service, 11 a.m. Subject:—"Ancient and Modern Necromancy, alias Mesmerism and Hypnotism, Denounced." Wednesday evening, 8 p.m. Reading Room, No. 21 Nanking Road, Room 71, daily 10.30 to 12.30.

Shanghai Free Christian Church.—(Corner of Range and Chapoo Roads.) Morning 11 a.m. Rev. D. MacGillivray, D.D.; Evening 6 p.m. Mr. M. Hardman.

St. Andrew's Church.—Trinity Sunday, June 3, 10.30 Matins, 11.00 Holy Communion (Sung). 6.00 evensong and Sermon, Preacher—The Chaplain.

St. John's Pro-Cathedral, Jessfield, Evening Prayer in English at six o'clock. Prayer: The Rev. M. H. Throop, M.A.

South Gate Presbyterian Church, 4.30 p.m. Preacher, Mr. M. P. Stauffer.

DANGER OF DISEASED TEETH

Symptoms of Pyorrhoea

One of the most dreadful mouth diseases, and the most prevalent among all classes in China is called Pyorrhoea. There are several forms of this disease known to dentists by their technical names, but so far as the patient is concerned it is immaterial what form of the disease he has for the final result is the same: which is, the loss of every tooth unless something is done to stop the ravages of the disease.

Simply stated, Pyorrhoea is consumption of the gums, membrane and bone, and like all wasting diseases of the human body decomposed poisonous matter is thrown off. From the time the disease begins in the mouth till it causes the loss of the last of the 32 teeth it is estimated that as much as eight gallons of pus matter and about an equal amount of blood is thrown off from the infected parts of the mouth, most of which passes into the sufferer's stomach either with saliva or by being mixed with food. Is it any wonder, then, that this disease not only causes loss of the teeth, but befouls the breath and also poisons the entire system?

DO YOU SPIT BLOOD?

The symptoms of the disease in the very first stages are not easily recognized by the victim, but in the secondary and subsequent stages it is easy for the sufferer to recognize the symptoms.

Sure signs of the disease are inflamed gums, at times sensitive and sore, though not always so, and bleeding easily when toothpick or tooth brush is used. Pus pockets form, likely along the edges of the gums on the sides of the teeth next to the tongue, from which white or yellowish pus may be forced by pressure of the fingers against the gums. When the amount of this pus discharge becomes sufficient the lips are stuck together in the morning, and there is a disagreeable taste in the sufferer's mouth. Later the gums shrivel up and recede from the teeth. One tooth and then another becomes loose, being easily moved by the tongue, and finally can be picked out of the socket with the fingers. Once the disease finds lodgment in the mouth it steadily increases and spreads from tooth to tooth unless stopped by careful treatment by a dentist who understands the subject.

Now dear Reader: If you have found anything curious about your own teeth and do not know the cause don't delay but call on me at once and let me diagnose the fault and if necessary assist you to a cure. "Don't put off till tomorrow that which can be done today." Call immediately at

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Seek To Increase U. S. Export Trade

Commissioners From Washington Also After Outlets Of American Capital In Orient

Tokio, May 28.—Add one more sign of the American Government's appetite for world trade, of which she has tasted and found to her relief in the three years. When the Shinyo Maru of the Toyo Kisen Kaisha arrived at Yokohama from San Francisco yesterday afternoon she brought three trade commissioners from the United States, all sent out by the Bureau of Foreign and Domestic Commerce, who will visit practically every country in this part of the world, searching new outlets for America's finance and industry. One of the men will include Russia in his itinerary, while another will visit Australia and Africa.

These agents of world commerce and Mr. J. M. Clements, consulting engineer of New York City; Mr. C. E. Williams, an authority on hardware products; and Mr. A. W. Ferrin, who will investigate opportunities for general investments and the purchase of government and public service bonds, etc.

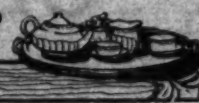
Mr. Clements, whose main objective is China, but who will also delve into the potential wealth of other Oriental countries, is especially looking for mineral resources and the possibility of their development with United States capital. A policy of looking toward the capturing of foreign commerce is being gradually developed by the Washington Gov-

ernment, says Mr. Clements. Hardly a day passes but what there is some step taken toward extending the sale of American products abroad or an indication of new interest in foreign trade maris by American manufacturers and merchants. Mr. Williams will scour the whole Far East, Australasia and Africa for markets where American hardware merchants may place their export goods, while Mr. Ferrin, who is interested in finding fields for the investment of American capital, will pay his closest attention to China, Japan and Russia. All of these men will spend some time in this country before continuing their journey.

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"Australia has done splendidly in this war," he continued. "She has contributed already 280,000 men out of a population of about 5,000,000; but it requires a monthly quota of 12,000 to keep this force up to strength, and already there are signs that the supply of men to be secured

"And we shall win it! When I came out of the Antarctic last May and heard the first news I had heard

at the University Club by the Hamilton Moon Club, at which Lord Aberdeen and other distinguished men were present. He will lecture at Carnegie

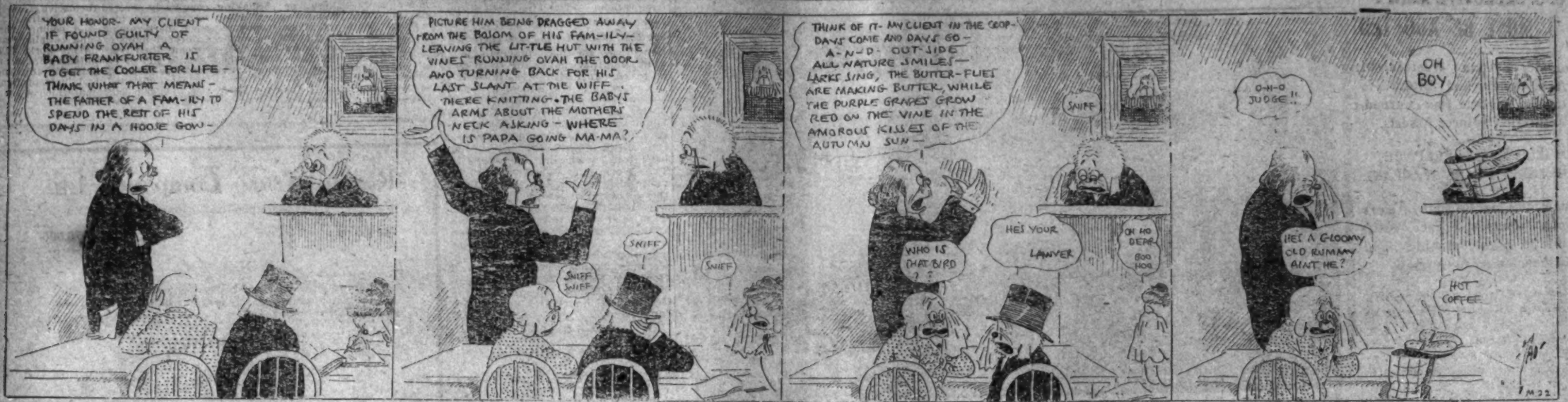
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By Tad



PETROGRAD PEOPLE TURN ON PLOTTERS; LENINE IS MOBBED

Cries of 'German Agent!' Greet Anarchist Who Tried to Incite Attack on The American Embassy in Petrograd

AVOIDS NEWSPAPER MAN SEEKING AN INTERVIEW

Miliukoff Sends Thanks of Provisional Government to American Jews for Their Message Promising Support

By Arno Dosch-Fleuret
Petrograd, April 26 (via London, April 27).—Public sentiment is so bitter against the radical Socialist Nikolai Lenine, who tried to attack the American Embassy, that a crowd prevented him from making one of his inflammatory speeches last night and fought his Anarchistic followers. The latter know they are in a hopeless minority and that their

chance to lead a counter revolution has gone. Lenine has cleared the air. He has proved that the temper of the people is to support strongly the present Government.

Cries of 'German Agent!' Greet Anarchist Who Tried to Incite Attack on The American Embassy in Petrograd

This demonstration against Lenine was the more remarkable when one considers that the revolution established the right of free speech. I was an eye-witness of the free fight. The throng listening to Lenine's speech stood in the Circus, a large open space near the mansion formerly occupied by Kahessinskaya, the ballet dancer, a favorite of the Tsar. The residence is now the home of Lenine and other extreme radicals.

Lenine began his speech by insisting that the Government be given immediately into the hands of the proletariat and the Provisional Government be upset. "Provocator!" "German Agent!" sounded from a thousand throats, shouted by men who support the Provisional Government and wish the war carried to a victorious end.

Lenine is an agent of Germany, most men assume; he returned from exile in Switzerland by way of Germany at German instigation, it is widely believed, to try bring about a separate peace between Russia and the Central Powers.

Hides From The World Man
"German agent," echoed through the Circus again. The Provisional

Government's supporters attacked Lenine's followers. The general scrimmage lasted until troops arrived, charged into the tumult, forced apart the combatants and arrested about a score. Several thousands were involved in the affair, but most of them by far were spectators.

I had been searching for Lenine to ask him his reason for picking out America for attack. It was denied at Kahessinskaya's house that we was there, but on my insisting on seeing him he sent a refusal to be interviewed.

Soon after Lenine began his incendiary address from a low roof nearby, the audience being made up partly of his followers, mostly of those inimical to him, the result was a Domybrook Fair.

There had been a similar happening last night before the Kazan Cathedral, where a crowd of citizens broke up an Anarchistic meeting, arrested some of the orators and turned them over to the police. There is much public indignation, the Socialists strongly condemning Lenine and his kind. But most of the Anarchistic orators have assumed a self-defensive tone in their speeches.

Even Anarchists Refuse To Recognise Lenine

Petrograd, April 26 (via London, April 27).—With the new freedom

of speech in the press and assembly, there is a deluge of new dailies and periodicals and numberless conferences and conventions of peoples of all callings. The separate peace element appears to be concentrated in the group under Lenine's domination. Their views are generally repudiated by the rank and file of the Socialists and working classes and even by the Socialist Peace Party, which is working for a unanimous cessation of the war.

The press and public opinion have not been slow in arriving at the conclusion that the activity of Lenine and his group is a species of provocation not far removed from the efforts of the extreme reactionary clique. Commenting on the isolation of Lenine from the other Socialistic elements in the country and the fact that he represents no decent element, the Russkaya Volia says:

"Not only Socialist but even Anarchists refuse to recognise Lenine. Communism and 'Leninism' have little political importance, but threaten to cause a breach in the ranks of the Socialists. It is a pity that such a mischievous influence has arisen to blot the greatness of the Russian revolution."

A SPIRITUAL PILGRIMAGE

Campbell, R. J. (D.D.). A Spiritual Pilgrimage. 8vo, x-300 pp. New York: D. Appleton & Co. \$2 net. (gold). Postage, 14 cents.
Dr. Campbell is well known to American audiences and ministers as author, lecturer, and preacher. After a boyhood spent with grandparents in Ulster, he was transplanted to England, sent to an Anglican school, by force of circumstances entering the Anglican communion. He went to Oxford, but refused ordination in the Church of England. In 1895 he became pastor of a Congregational church in Brighton, and in 1903 minister of the City Temple, London, continuing there till 1915. He then returned to the Anglican communion, and accepted re-ordination. This last step caused much heartburning, and some severe attacks followed the man who had held so notable a pulpit as City Temple and then had reverted to Anglicanism. The volume before us is Dr. Campbell's apologia pro vita sua. In it he tells the story of his life as virtually the explanation of his course. It is intrinsically interesting as the tale of a life never rich in health, covering nevertheless a wealth of study and involving an amount of reading that few could digest. Indeed, one is tempted to doubt whether Dr. Campbell did. As an apology it reads rather like the special pleading of an enthusiastic convert, who maintains that he was never at heart a Free Churchman, was at least subconsciously always a "Churchman." We question whether the volume, in its explicit and implicit arrangement of non-conformity, will not raise more questions than it answers. But of the author's sincerity there is no doubt.

SWEDEN WANTS BASEBALL

Asks That St. Louis Soccer Team Bring Ball Players on Trip

New York, April 10.—The interest which Europeans have in baseball is manifest in a request embodied in the arrangements made for a series of soccer games between a team from St. Louis and the Swedish Football Association's representatives, which will be played in Sweden. T. W. Cahill, Secretary of the United States Football Association, recently received a cable from the Scandinavian organization agreeing to all the proposed terms of the trip of the St. Louis eleven. In addition, however, there was a request in the cable that the St. Louis squad be composed of men who could make up two baseball nines.

Last Fall the All-American soccer team visited the Scandinavian countries and a number of exhibition baseball contests were played, which attracted large audiences. Apparently the Swedes enjoy the American pastime hugely, and the proposed trip by the St. Louis soccer eleven was immediately regarded as a good chance to provide more baseball.

The American colonies in nearly all the European cities keep up baseball to the best of their ability and obtainable facilities. Although the object is primarily to provide familiar amusement for those participating, the contests also attract a fairly large number of native spectators. Whenever games are arranged at which a crowd is expected, especially on the Fourth of July, score sheets are published. On the back of these the elements of the game are explained for the benefit of the natives, and in the language of whatever country it may be. These descriptions read like a primer, and

are amusing to Americans. They narrate that the man who is throwing the ball is called a "pitcher," and the man who is receiving the ball is called a "catcher." The man who stands in front of the catcher and fending the pitcher with a club known as a bat, is supposed to prevent the ball from being caught by hitting it within certain limits, according to one explanation offered to the innocents abroad.

However, the game of baseball is popular abroad, even though regarded more or less as an interesting curiosity. Even cricket teams, which in this country are prone to regard baseball quite beneath their dignity, on trips to England have been forced to play the game of baseball, so that the natives could see this sport which has so many thousands of devotees in this country.

TALKS ON TALKING

Kleiser, Grenville. Talks on Talking. Pp. 156. New York: Funk & Wagnalls Company. 75 cents (gold). Postage, 3 cents.
Both private and public speech are covered by these "Talks" of Mr. Kleiser. They are suggestive along many lines. They make up a new book on an old art, which can be taken in hand and read through in an hour or so, while the suggestions, if well remembered, may last a lifetime. They refer to Talks and Talking, give Phrases for Talks, consider Talking in Salesmanship, How to Tell a Story, How to Speak in Public, The Dramatic Element, Care of the Throat, etc. It is worth while for every one to realize the value of an attractive voice, to avoid mannerisms, and to be natural, spontaneous, charming, to the largest possible degree. Mr. Kleiser's pages will help.

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The Ties That Bind

Our Natural Sympathy With English Traditions, The French Republic, And The Russian Outburst For Liberty

BY SENATOR JOHN SHARP WILLIAMS

(An address to the U.S. Senate April 4, 1917, in reply to Senator La Follette of Wisconsin.)

I JOIN the President in having no hostility to the German people. I spent two and a half years of my life with them and I love them—a whole lot of them. The man who inhabits the borders of the Rhine, the man who inhabits Bavaria and Württemberg—easily moved to tears, and easily moved to laughter, and easily moved to rage—is a man whom I have learned to love; and I have always believed that this war in Europe, brought on by the obstinate refusal of the Kaiser to leave either to a tribunal of arbitration or to a concert of Europe the question at issue between Austria and Serbia, and inspiring Austria to refusal, is a proof of the truth of the adage, "Whom the gods would destroy, they first make mad."

I am a little tired, Mr. President, of utterances like that of the Senator in denouncing the Entente powers. Who are the Entente powers? France, "La Belle France," "Sunny France," sweet France—the most companionable people on the surface of the earth; the country of Lafayette and Rochambeau and De Grasse; the country of Victor Hugo and Moliere and Racine; the country of the men who initiated our American example when they hung to the breeze banners with "Liberty, equality, fraternity" inscribed upon them, although they carried the banner to a bloody end that was not justified—to a Reign of Terror against those whom they deemed traitors at home—which has been exceeded by the German Reign of Terror in Belgium, greater in atrocity and less provoked.

Then the gentleman undertakes to "twist the British lion's tail." We have had a whole lot of demagogues who habitually do that. It started soon after the Revolution, but not with those of us whose forefathers fought under George Washington in the Continental line to establish American independence.

The War of Independence was really carried on against the will of the English people by the German king, who happened to be then the King of Great Britain, with hired Hessians, who were also Germans, against the leadership of that greatest Englishman that America ever produced—George Washington.

Edmund Burke, the elder Pitt, who was then Lord Chatham, and Charles James Fox came much nearer representing real English sentiment than the Hanoverian King George III.

Our Debt to England. I have a hearty contempt for the man who does not know his environment and his kindred and his friends and his country. It may be narrow, but I love my plantation better than any other plantation, my county better than any other county, my State better than any other State in the Union, and my country better than any other country in the world, and my race—the English-speaking race—better than any other race.

Whence do we get our laws? Whence do we get our literature? Whence do we get our ethical philosophy? Whence do we get our general ideas of religion? From the people who sired our fathers before they came here.

I am tired of men telling me—Welshman, Scotchman, Englishman in blood, as I am—that "the hereditary enemy of the United States is England" or Wales or Scotland—that it is Great Britain. Magna Charta, the Declaration of Rights, the Bill of Rights included in the Constitution in its first ten amendments—the very principles embodied in the Constitution derived from colonial experience under English rule—all come from Britain, a country whose high priest was John Milton, whose sweet singer was Burns, whose great intellect was Shakespeare, whose great warriors for liberty were Hampden and Sidney and Simon de Montfort.

I would rather have heard the Senator eulogize the best offshoots of that branch, and those offshoots right here, in Canada and Australia and South Africa, than to have heard his eulogy of Prussia. They are the branches of the old stock that had the courage to leave their neighborhood and environment and seek out a new habitat and adapt themselves to it, and who won the American fight for liberty and equal opportunity—who, like our

ancestors, plowed the field with the rifle on their shoulder, while they held the plow with the other hand. They were English and Scotch and Welsh and Irish.

George Washington Was English

It was an Englishman of the Englishmen, as far as his blood is concerned—George Washington, of Mount Vernon—who would have preferred to have the people speak of him as "George Washington of Mount Vernon," his plantation name, rather than by some other name—who led the American forces that fought against the dictates of a German-blooded king, backed up by Hessian hirelings. George Washington warned against entangling alliances and warned against another thing—an infuriate and insensate hatred of some particular people—because a man with that poison in his blood is incapable of being a real, good American citizen in a country where the melting pot will finally operate.

I do not like the arraignment which the Senator made of the English people or the English Government, even more democratic than our own. I do not like it because it was not correct historically, because it was not true in sentiment, and because it was an insult to the gentlemen from whose loins I sprang, when they themselves fought against people of like blood who wanted to oppress them. What did they fight for? They fought for this—Thomas Jefferson and old Samuel Adams were pretty nearly the only ones of them who had a larger vision—George Washington and Lincoln and Greene and the balance of them fought for "the inherited rights of Englishmen, belonging," as they contended "to Englishmen in America as well as to Englishmen in England." Those "inherited rights of Englishmen" were expressed in the Constitution of the United States.

Thomas Jefferson and Samuel Adams had a bit broader vision and view; they went a bit farther; and Thomas Jefferson's vision went into the Declaration of Independence, which includes not only the rights of Englishmen, but "the rights of man," which were later embodied in the Declaration of the French Republic.

Our Dislike of Arrogance

Somebody said to me the other day, "You seem to be angry and in a passion about this German question," and I said, "I am." Next to the indignation of God is the righteous indignation of a true man with a soul in him and red blood, instead of bluish milk, in his veins, against the German assumption of German superiority and arrogance and injury and insult; but, above all, insult.

I know it will sound to a lot of you curious, but the thing I believe that I resent most is what Germany said to us about painting our ships like the display window of a barber shop, when we could go, by her allowance, once a week into one port in one country, more than I do even the sinking of our ships and the drowning of our citizens. I think nearly every gentleman resents insult more than he resents injury. A man who comes upon my place and goes through a pathway that is not a public highway, or who incidentally destroys some property that is growing, I can forgive; but one who comes up to me and tells me that he is going to do it whenever he pleases, because he is stronger than I am, is a man whom I cannot forgive.

Germany thought she was stronger than we; and she is right just now. These ready nations assume a great deal in connection with the unready nations. We two branches of the English-speaking race—across the sea and here—have always been unready for war, thank God, and shall remain so, because we think it is better to call out the full power of the people when the emergency comes than it is to keep them weighted down for 20 years in order to do one year's fighting. As a rule, people do one year's fighting out of each 20 years of their actual existence. We have done less, of course.

Which would you rather do—fight Prussia now, with France and England and Russia to help you, or fight her later, when she is foot-loose, by ourselves? You have got to do one or the other.

A whole lot of people tell me that the nations of the Entente are bound to win the war in Europe. I tell you they are not. I tell you that with that line, almost like a right-

China's New Constitution An Epochal Document

By M. T. Z. Tyan, LL.D. (London).
Lecturer on International Law, Tsing Hua College, Peking; and Author of "The Legal Obligations arising out of Treaty Relations between China and Other States" (in the press)

(Continued from Saturday's THE CHINA PRESS)

China's Magna Charta

There the matter rested until the Revolution broke out at Wuchang. In reply to the menacing telegram of General Chang Chao-tang and other generals stationed with their troops within immediate striking distance of Peking, demanding the immediate promulgation of a constitution the State Council was commanded to draw up a constitution to placate the nation. This was done, that body telegraphing to the various Provincial Assemblies to collect their views, and also proposing that "in all matters of importance at present, the troops be allowed temporarily to give their opinion in order to satisfy the wishes of the people." On November 3, 1911, the famous Nineteen Articles of the Constitution, or China's Magna Charta, were promulgated as follows:—

"I. The Imperial line of the Chinese Empire can continue perpetually unchanged.

"II. The person of the Emperor is sacred and inviolable.

"III. The powers of the Emperor shall be limited by the Constitution.

"IV. Succession to the Throne shall be determined by the Constitution.

"V. The Constitution shall be drafted and passed by the Senate [State Council] and promulgated by the Throne.

"VI. Amendments in the Constitution shall be originated by the National Parliament.

"VII. The members of the Upper House shall be elected by the people, the electorate being limited to those who have certain qualifications required by law.

"VIII. The Prime Minister shall be elected by the National Parliament and his appointment ratified by the Emperor. Ministers of State shall be recommended by the Prime Minister and appointed by the Emperor; no members of the Imperial House shall act as Prime Minister, Minister of State, or High Officer in the Provinces.

"IX. If the Prime Minister is denounced by the National Parliament, either the latter shall dissolve or the former resign, but there shall be no dissolution of two successive Parliaments during the same Cabinet.

"X. The Emperor shall be the Commander-in-Chief of the Army and Navy, but no military or naval force shall be employed within the Empire, except in accordance with the rules expressly provided therefore by the National Parliament.

"XI. No ordinance shall set aside the laws on anything settled by law, except in the case of an emergency ordinance, for which special rules shall be drafted.

"XII. No treaty shall be concluded without the approval of the National Parliament, but in case of a declaration of war, or of the conclusion of peace, when Parliament is not in session, approval may be given at a subsequent session.

"XIII. The official system and the rules governing it shall be decided by law.

"XIV. In case the budget of any year is not passed by the National Parliament, that of the preceding year shall not hold good for that year. There shall be no fixed annual expenditure, and there shall be no extra-

ordinary excess of expenditure beyond the budget.

"XV. The amount of the expenditure for the Imperial Household, and any increase or decrease therein, shall be voted by the National Parliament.

"XVI. No ceremony of the Imperial House shall be contrary to the Constitution.

"XVII. Administrative courts shall be established by both Houses of Parliament.

"XVIII. All acts passed by the National Parliament shall be promulgated by the Emperor.

"XIX. For the purposes of Articles 8, 9, 10, 12, 13, 14, 15 and 18 the Senate shall be deemed to occupy the position of the Parliament until the latter shall have been convoked."

Here we have the Magna Carta of Chinese Liberties which at other times might have satisfied the nation. For the wildest hopes of the people have been exceeded, and the latter have regained their inheritance. The concession, however, had come too late, and nothing short of the abdication of the Manchus would conciliate the revolutionaries. So the remnants of a once proud house had to obey the divine mandate and make their exit.

Events leading up to the Present Constitution

Now we are in a position to marshal the events which directly led up to the present constitution. After reflecting the above Nineteen Articles, twenty-three delegates from ten provinces met at Wuchang on November 30, 1911. There they drew up a compact of twenty-one articles, governing the organization of the provisional government. This document formed the foundation of the Provisional Constitution of Nanking of March 11, 1912, and this same document is the draft of the constitution which is being revised at present.

The Wuchang Compact

Under the Compact, a "People's Meeting" will be held within six months to discuss and decide upon a written constitution. And a President is to be elected by the representatives of military governors, each province to cast only one vote. The Executive Department is to consist of five boards or ministries—i.e. Foreign Affairs, Home Affairs, Finance, Military and Communications. But nothing is mentioned about the people's rights—a section which now comes under Chapter III of the new Permanent Constitution.

A few days later, Nanking fell into the hands of the revolutionary forces, and thenceforth that city became the seat of the provisional government. Delegates from seven other provinces arrived to discuss the constitution. They criticised the imperfections of the Wuchang Compact and suggested that provision should be made for a Vice-President. Moreover, the exact composition of the departments of state might be omitted from the constitution, but the former number of five could hardly be considered as adequate. It was, however, not so easy to amend the original Compact; so it was decided instead to draft a Provisional Constitution. The latter was promulgated by the Provisional President Dr. Sun Yat-sen, on March 11, 1912.

This Provisional Constitution of fifty-six articles is the one under which the country has been living for the last twelve months, and which will soon be replaced by the new Permanent Constitution. It differs from the Wuchang Compact in the following particulars: The rights and liberties of citizens are set forth in ten articles in Chapter II. The number of delegates from each province is raised from three to five. Provisions are made for an independent judiciary as

well as a President and Vice-President. The Cabinet is to be responsible to Parliament, and a National Assembly or Parliament is to be convoked within ten months.

Accordingly, the laws and regulations governing the composition and election of the National Assembly were promulgated. Under these regulations the Assembly now consists of two houses, with 274 Senators and 596 M.P.s. The Senate represents the various interests of the nation. For example: the provinces, the educational associations, the over-sea population or Chinese residing in foreign countries, and the Mongolian and Tibetan dependencies. The Senators sit for six years, but one-third of the total number is to retire every two years. On the other hand, the House of Representatives represents the country at large, and its members sit for three years. This National Assembly first met on April 8, 1913, or the year when Parliament even under the Manchus was to have been ultimately convened.

Draft of the New Constitution

Under Article 54 of the Provisional Constitution the National Assembly is empowered to draft and promulgate a permanent constitution. Accordingly, each house elected thirty men to constitute a Constitution Drafting Committee. For about four months (July 10-October 31, 1913) this body met at the Temple of Heaven. This fact is eloquent, for it was in this shrine that ancient emperors offered annual sacrifices to Heaven on behalf of the people and pledged their obedience to the divine will that they should minister unto the well-being of the root or foundation of the country. The draft constitution of one hundred and thirteen articles was completed and, on November 3, 1913, it was submitted to the Constitution Conference—the two houses assembled for the discussion and making of the permanent constitution.

Then on the next day, the Kuomintang members or Democrats in Parliament were unseated by a Presidential mandate of Yuan Shih-kai. This destroyed the quorum in both houses, and so the National Assembly was in effect dissolved. A month previously, however, the Assembly yielded to the suggestion of Yuan and passed Articles 56-62 of the draft constitution respecting the election of a President and Vice-President. Accordingly, Yuan was elected President, and General Li Yuan-hung Vice-President. And the new Republic was thereupon on October 10, 1913, the second anniversary of the Revolution, formally recognised by the foreign powers other than the United States, Brazil, Peru and Cuba who had some six months earlier already accorded their recognition.

The Amended Provisional Constitution

The hands of President Yuan were now quite unfettered. He appointed a State Council or Tan Cheng Yuan, which in turn appointed a committee to draw up a new constitution. This is the Amended Provisional Constitution of sixty-eight articles, promulgated on May 1, 1914. Under this instrument Yuan was made a virtual dictator, and all executive, legislative and judicial powers were centered in his person. Moreover, there was no limit to his term of office, and if he so wished, he could continue in the same for life.

Then on June 6, 1916, the would-be emperor, as well as Lord Kitchener, passed away. The Provisional Constitution of March 11, 1912, was revived and, in September, the National Assembly was reconvened. The revision of the draft constitution was immediately taken up and, as we have already stated, will soon be completed and promulgated. Thus 1917 will be a memorable year in all history. For it is the year when the United States joins the great war for liberty and humanity, when China takes her stand on behalf of the sanctity of international law, when the new Chinese Constitution will be completed, and also, let us hope, when the great issues of liberty and freedom for nations as well as individuals, will be fought to a successful termination.

(To be continued)

War-Time Wallops

Brother Villard, in his fear that Prussianism would come with compulsory military training, doesn't take into consideration the important fact that Americans are not Prussians.—Boston Transcript.

The shoe-manufacturers who extol plain that ladies' shoes have increased in price because of the shorter skirts they are wearing, seem to overlook the fact that men's trousers are still the same length.—Nashville Southern Lumberman.

It is strange that Herr Zimmermann did not try to revive the Southern Confederacy, as a part of his plan of a war against the United States.—St. Louis Globe Democrat.

The Japanese-Mexican plot was not an act of war against the United States, the Germans insist, adding that whoever revealed it committed treason.—Philadelphia North American.

Are not the Germans, who have been seeking alliance with the Japanese, the conscientious custodians of civilization who for years have been warning us of the "yellow peril"?—New York Sun.

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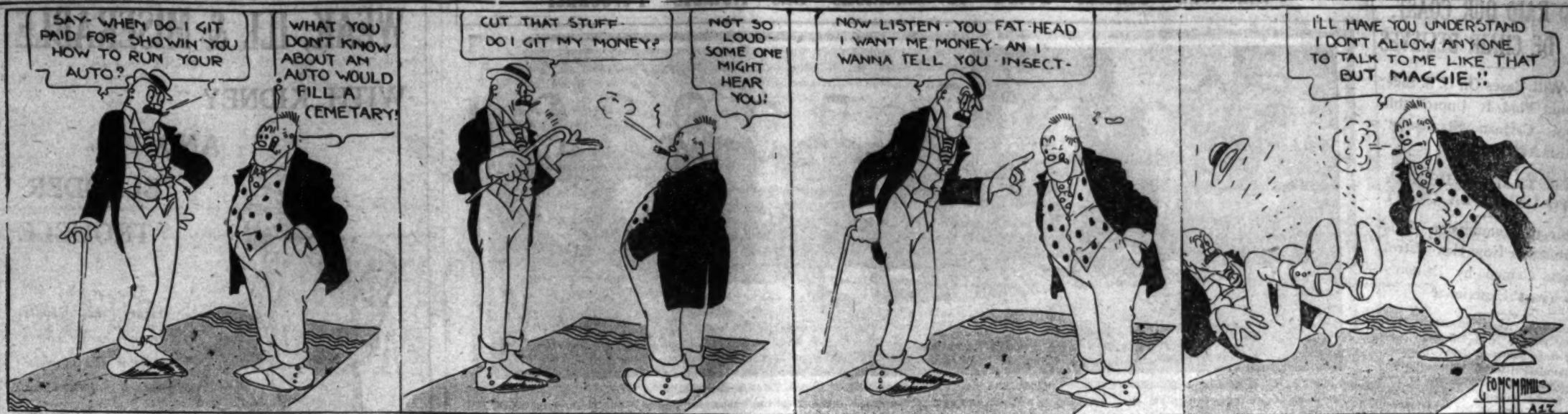
SHANGHAI



Bringing Up Father



By George McManus



Love, Home and Table Topics
By Clever Writers

Daily Home Magazine Page

A Good Page to Read in the
Leisure Hour

On The Use of Purple In Rooms

Purple is a good color to live with, because it is borrowed from nature. It is borrowed from the color that lies in the folds of distant hills and along the far horizon. It is the color of clematis and wistaria, of the iris, the violet, and the pansy, of grapes, of plums and blackberries, and of a thousand other accustomed and beautiful things. Purple is a color which does not improve for being neutralized by the admixture of much gray or white in the dye. Pure, strong shades are best, and a

perfect multiplicity of purple tones may be mingled in one room. Speaking generally, purples are more lovely when the blue tone predominates over the red. The blue purple can be used in large masses, because its tendency is toward effacement. As evening comes on and the light decreases, the purple or violet shades tone down and lose themselves in shadow, but in sunlight, or clear daylight, purple glows, and is often at its best. It is indeed delightful for everything but wall paper. It lacks, as wall paper, the very qualities which give it such excessive charm as drapery, and are due to its depth and changefulness. A purple wall consumes light and makes a room somber, and besides seems flat and lifeless, while on cushions, or as furniture covering, or curtains, it is particularly responsive to the changing light. Purple, in fact, has moods.

The Persians use it in company with true turquoise blue and deep emerald green and get splendid effects. We can do likewise in our rooms, if sparing in the amount of blue and green used, and particularly careful to procure the colors that mingle naturally with the purest violet tones. Persian pottery carries exactly the right shades of turquoise and emerald, those that mingle best with purple, and it supplies a hint, also, for the most harmonious cream or biscuit color that can be selected for a background. Another prolific source of help in the matter of coloring is to be found in the silks used in Chinese and Japanese embroideries. The Oriental knows exactly how to use his colors. He makes no mistakes, and into a blue or violet design can introduce a touch of flame color that is perfect. He may be classed also, unfortunately, as among the people who "cannot be imitated." For, although easy to borrow from, his spontaneity is beyond the grasp of the most artistic Westerner. We might not be invariably wise, either, in trying to follow him in his choice of a sudden and startling contrast. For, lacking his quality of spontaneity and his knowledge of perfect balance, we are apt to overdo, or leave undone, some subtle and essential touch, some shading and blending of colors that has escaped our notice. Nevertheless,

in composing a room where you desire purple to preponderate, take all the hints you can gather from both the Chinese and Japanese and, equally, from their brocade or their embroideries. But be careful how you attempt to walk in their steps as regards the use, with purple, of lemon yellow, of orange or red.

The introduction into a modern room, which is already principally purple, of lemon yellow or orange, splendid as these colors are in themselves, is apt to prove fatal to the repose of the room and often throws the entire scheme beyond recall. Beyond recall seems an arbitrary way of stating the case, yet it is a true one, because the eye so often loses its quest while rioting among wrong tones, and does not always succeed in discovering the secret of the mischief and casting out the offender.

There is one way only of using yellow or orange with purple tones, and that is when a post-impressionist effect is desired. Then use, and the freer the better for your purpose, every bit of purple, bright, primary color that can be found, violet, red, yellow, green and blue. The effect will, of course, be far from peaceful, and, as a rule, such a room is quickly exchanged for one where the coloring allows the eye somewhere to rest without distraction, because few people will long endure the excitement produced by mixed and primary colors, although many certainly take delight in composing such a room. There are plenty of fabrics being sold this year which are calculated to lead the unwary into the path of a "telling," or bizarre, room. Before many weeks have passed such a room fails to bring pleasure, while the room where purples prevail grows daily in favor. One finds, too, a delight in the discovering of blues and greens, whether in pieces of embroidery, or brocade, in china, pottery or cushions, which mingle beautifully with the purples. Successfully carried out, a violet room is as beautiful, and as rich, as the blended colors of the peacock's tail.

The Victoria Tower

There are many ways in which Barry's masterpiece, the Victoria Tower, of the British Houses of Parliament, over which the Union Jack and the Stars and Stripes floated side by side, on America's Day could be described. It could be told, for instance, that it is in late Perpendicular style; that it is 336 feet high and 75 feet square, and that it forms one of the chief architectural beauties of that wonderful group of buildings standing round Parliament Square. A description might be given of the carving with which it is decorated, and of the grand proportions of arch and doorway, pillar and pinnacle.

It is, however, as a landmark that the Victoria Tower is specially dear to the heart of the Londoner, and to all citizens of the Empire who have ever seen it. The Victoria Tower, together with its slim brother with the big head, stands for London, and, perhaps does not other landmark, and, whether one sees it, looking west, as one crosses Waterloo Bridge, or looking east, as one crosses Lambeth Bridge, looks up on it from Westminster Bridge, or looks across at it from the carriage window as the train skirts the river high above the houses on the way to Waterloo, it always presents the same graciousness of aspect.

Familiar with it from many different points of view, the true Londoner takes delight, although he might not openly so confess, in passing beneath it every now and again. The Houses of Parliament comprise one of those places which he will make a point of coming close to if he is to go that way. He will take secret pleasure, if he has a few minutes to spare, in walking along by the railings of Palace Yard, and in watching the policeman "with a good memory for faces," on point duty in Bridge Street, holding up the traffic, to let a Member of Parliament cross over to the House. He will then move on, at his leisure, past Westminster Hall, with its low walls and high, pitched roof, and so round the corner to the entrance to St. Stephen's porch; then round another bend and on past the Peers' entrance, and so to the Royal entrance at the foot of the Victoria Tower.

The first impression, every time the visitor returns, is, almost inevitably, that he did not think it was all so large. People do not usually look for the top of a gateway fifty feet above them, and it is the same with all the rest of the great pile, doors, windows, niches, are all in such just proportion that it is only when compared with a familiar lampost, or a familiar anything else, that some true estimate as to size can be formed.

But, whether viewed from near or far, the tower is a thing of beauty and, therefore—to claim full meaning for a worn-out phrase—a joy forever. There is about it, however, something much more than this. To all British subjects, but especially to the British subject who has never seen it before, the man from one of the Dominions, for instance, who, although neither he nor even his father may ever have set foot in England before, has learned to speak of it as home, to him the Victoria Tower, with the great Union Jack floating above it, seems to make a special appeal. If he knows, as he will know, something of the history of the Mother of Parliaments, of its great mistakes and its great traditions, of its fierce struggles and jealous championships, of its privileges hardly won, of its stewardships faithfully discharged, of its tremendous superficial differences and its deep underlying unities, he will regard with something much more valuable than mere sentiment those beautiful buildings which spread themselves out along the banks of the Thames at Westminster, with the Victoria Tower rising high above them, and above the tower, the Union Jack. Certainly the Government and people of the United Kingdom could hardly have chosen a more notable way of paying high tribute to the Government and people of the United States than by raising the Stars and Stripes to fly side by side with the Union Jack on the Victoria Tower. Few similar incidents in the world's history have been so full of significance.

Sandwich Fillings

Now that the picnic season is approaching, sandwich making will probably soon become a frequent occupation. Here is a list of a few sandwich fillings which have been found good.

Salmon and Pickle—Remove all skin and bones from a can of salmon, break the fish into small pieces with a fork, add half a dozen or so small sour pickles, chopped fine—the amount must be governed by the maker's taste—mix to a paste with mayonnaise and spread over slightly buttered slices of white or brown bread.

Meat—Ham, chicken, cold rare roast beef, tongue sliced or minced and mixed with salad dressing.

Shrimps—Chop the shrimps and mix with well seasoned cream salad dressing and spread on buttered bread.

Sardines—Chop and mix to a paste with French dressing.

Eggs—Boil hard or fry (hard), also mix with salt, pepper, salad dressing or melted butter.

Cheese—Slices of plain American cheese over which has been sprinkled

a seasoning of pepper, salt, dry mustard and paprika. Cream cheese, mix with chopped olives, pimientos, green peppers, nuts, preserved ginger, or jelly.

Water Cream—Chop the cream, mix with French dressing, and spread over buttered bread.

Cucumbers—Cut in slices, either round or lengthwise, according to choice, or chop and mix with French dressing. Season well with pepper and salt.

Tomatoes—Cut in slices and spread one side with mayonnaise.

Lettuce or Romaine—Sprinkle with French dressing or spread thinly with mayonnaise.

Beans—Boston baked beans, mixed with French dressing or chopped pickle, make delicious sandwiches, particularly with plain Boston brown bread.

Marmalade—Any kind of marmalade or jelly makes a good sweet sandwich.

The Clean Gilt Picture Frames

One housekeeper who has discovered an easy way to clean gilt picture frames passes her discovery on. She simply dips a soft cloth in milk and wipes over the frames, rubbing the dark spots gently until they disappear, which is usually very soon.

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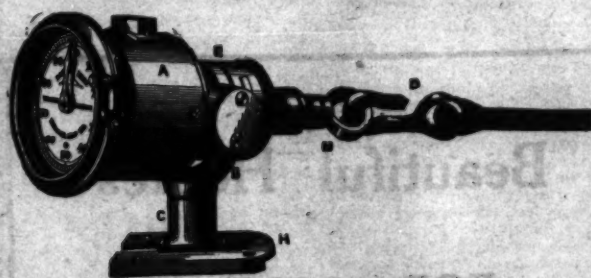
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No 4

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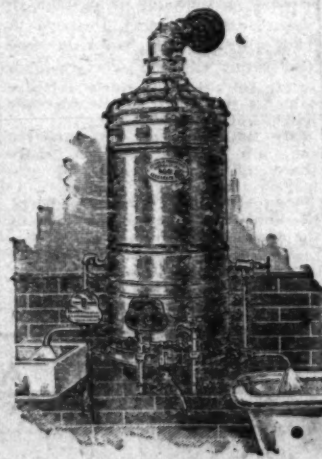
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ARMED TRADERS DEADLY FOETU UNDERSEA CRAFT

Member of Commission Adds
Washington Now Has Patrol
Secrets Gained by Britain's
Two Years' Experience

Washington, April 26.—Rear Admiral Sir Dudley R. S. De Chair, the veteran naval officer of Great Britain's War Commission to the United States, gave a group of Washington newspaper correspondents a first hand story today of some of his experiences during the two years he commanded a patrol fleet chasing German submarines. Without minimising the gravity of the submarine menace, he confidently predicted it would be overcome.

Commenting on suggestions that Germany might undertake a submarine campaign on the American coast, the Admiral said this would not be profitable from the German point of view without extensive supply bases on this side of the Atlantic.

The Admiral spoke of the lessons the Allies had learned in the war, and said he and his colleagues had come to place them at the disposal of the American Government.

Washington Has Full Details

"I only wish," he said, "that I could tell you the number of German submarines that we have sunk. Unfortunately, however, that is a naval secret, as also are the means of detection of submarines and of combating them, which it will be necessary to guard in closest secrecy until the end of the war. Your navy has been furnished with full details, however, by the present mission."

Of the prospect of submarines appearing in American waters, Admiral De Chair said:

"It would not pay Germany to inaugurate a general submarine campaign off the American coast, unless she could also establish bases here. Each submarine carries from eight to ten torpedoes besides a limited fuel supply, which would largely be wasted in the long trip over and back, not to mention the warm reception she would probably receive."

"Mother submarines to supply fuel and torpedoes are known to be in operation, but little direct evidence has been received that they are successful. The great difficulty in locating the submarines on patrol is largely responsible for this. As a result, the Germans prefer to stay out for two or three weeks and then return to port, whence they are sent out again, almost before the crew have had time to reach shore."

Building Two or Three a Week

"Nobody knows exactly how many submarines the Germans are building, but we know they are working at feverish speed, and have heard reports that they are turning out from two to three a week. The time of construction is about eight months, with a similar length of time for torpedoes, and great uncertainty exists as to how long Germany can continue to supply both vessels and torpedoes. We only wish the press could help us to learn this."

"The crew of a submarine, as a rule, requires from six weeks' to two months' training, but the officers and other experts require at least three months. There have been many reports that the Germans have been forced to weaken the personnel of the High Sea Fleet to maintain their supply of seamen, but of this we are uncertain. It is, however, absolutely true that some of the captured crews are nearly crazy and wholly sick of their job."

"The best defense against submarines is the armed ship. During the early days they entirely veered away from such vessels, and even now only attack them submerged, when it is necessary to waste a torpedo, which can often be dodged, and to expose the submarine itself to destruction. We have found that they are very much disconcerted if a ship tries to run them down."

"Night attacks by submarine are not especially to be feared, as it is nearly as easy for a vessel to see a submarine as it is for a submarine to see a vessel. Usually they run on the surface at night, charging their batteries, and leave behind them a plain phosphorescent wake, as does a torpedo fired at night. Sometimes, of course, they catch the loom of a ship on the skyline to great advantage. It is at night only that they have any opportunity to rig up their small wireless devices to receive orders from home."

Chasers Very Valuable

"Submarine chasers are very valuable, as they are very fast and especially unpopular with the undersea boats. A three-pound gun is effective if it strikes the vessel's shell, but where the submarine is submerged a four-inch gun is desirable to break down the armored conning tower. Submarines, we know, are carrying four-inch guns themselves, and some are reported to be carrying five and

American General Board of Munitions Has Notable Personnel



The work of promptly equipping the United States military and naval forces called into the nation's service to make war on Germany has been placed under the control of a General Munitions Board, created by the Council of National Defense after a session of many hours devoted to consideration of pressing war measures.

Frank A. Scott, of Cleveland, O., Vice-President of the Warner and Swasey Company, munitions experts, is chairman of the board, which is

composed of the following: For the Army—Gen. Thomas S. Cruise, Col. F. G. Hodgson, Col. H. Fisher, Lieut.-Col. J. E. Hoffer, Maj. P. E. Pierce, Maj. Charles Wallace and Capt. A. B. Barker. For the Navy—Admiral H. H. Rosseau, Admiral W. S. Clappa, Commander R. H. Leigh, Commander T. A. Kearney, Dr. R. C. Holcomb, Paymaster J. H. Hancock, Lieut.-Col. W. B. Lemy and Lieutenants McEl. Howe. For the Advisory Commission—Howard B. Coffin, chairman of supplies, and Dr. Franklin Martin.

six-inch guns. Their cruising capacity is also being largely increased.

"It is extremely difficult to know if you have actually sunk a submarine, as sometimes they merely sink to the bottom. Presence of oil on the surface is a good indication, although not absolutely conclusive. It may be used for deception."

"All the indications are good that the American steamer Mongolia bagged one, although it is possible it got away. One of the great difficulties we have had to deal with has been whales, which have absorbed an enormous amount of projectiles fired in the belief that they were German U-boats."

Not Likely to Go in After Fleet

"The entrance of the American fleet into the war hardly makes it more probable that the Allies will send their big fleets in after the Germans. It is not good strategy to risk war vessels against land fortifications. Never-

theless, we continue as during nearly three years to hope that the Germans will come out. We will take every risk to meet them, as we did in going so close to their shores in the Jutland fight."

Admiral De Chair sketched vividly the long night vigils of the patrol vessels. One striking story was of a trawler with only four men which on sighting a periscope nearby made full speed toward it. The trawler struck the submarine squarely amidships, slid up her back and came to rest there. The skipper shouted for a shovel and smashed in all the delicate apparatus by which the U-boat sees its way. The trawler then backed off, the submarine rose to the surface, the hatches opened and the crew of 27 men came on deck and surrendered. The four captors had a problem on their hands until a destroyer opportunely appeared.

which Werner Horn, a former German officer, attempted to blow up. The Committee Anxious

Meanwhile, the American Reception Committee, headed by Assistant Secretary of State Long, Rear Admiral Fletcher and Major Gen. Wood, slipped out of Washington last Sunday night under the impression that the British had started two days earlier than they did. With a five-car special train standing with steam up at the station, the committee waited anxiously from Monday until Friday afternoon when the word came from Halifax which sent them on a night ride to the border.

At 9 o'clock Saturday morning the party arrived at Vaneboro. The special train which had gone on to McAdams returned two hours later bearing England's eminent statesmen. In less than ten minutes the train was under way for the capital. Mr. Balfour passed frequently in and out of the observation car, making acquaintance of the American officials. The members of the commission, including Mr. Balfour, have brought with them much of the atmosphere of quiet suffering and pain which has afflicted England.

"We feel ourselves far removed here from the stress and horrors that Germany has thrust on Europe."

Much as many of our people felt distant from France in the early days of the war," said Mr. Balfour. "The United States, fortunately, probably will never experience the human losses that France for so long, and ourselves during the past months, have experienced."

"Nevertheless," Mr. Balfour added, "I doubt if you can foresee what fundamental changes the war will bring into your ordinary life. We in England look back with amazement at the vital changes during our past thirty months of mobilization, and imagine that many of the changes we have gone through, so salutary even for themselves alone, will be repeated here."

TO AVOID DYSENTERY

and Diarrhoea during the summer months a gentle laxative should be used whenever necessary to keep the system clean.

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Big British Mission Crossed Ocean Without An Escort

Came on 'Fastest Greyhound,' Saw No Submarines,
And Nothing Occurred to Disturb Peace Of
Mind Of The Balfour Party

Washington, April 22.—"The speed of our boat was our main protection," said Mr. Geoffrey Butler, attaché of the British Foreign Office, who accompanied the English commission to Washington.

"We started from England about ten days ago," he added. "We dodged in and about the coast for a day or so in order to throw the enemy submarines off the track and prevent a possible attack upon the party. We did not sail from Liverpool, but from a very small port on the coast. We were escorted out to sea by one or two destroyers, but they left us after we got out of sight of land. There was no other naval escort for the party so far as we had any knowledge."

Asked if any German submarines had been sighted, Mr. Butler replied:

"Not a single one. The entire trip across was not marred by the slightest mishap. The sea was as calm as a river throughout the entire voyage, and there was nothing that occurred to disturb our peace of mind. There were many others besides the members of our own party on board—many Canadian women and children. But we sailed on probably the fastest ocean greyhound afloat, and everybody seemed to feel entirely secure."

He Read 'Deadwood Dick'

"How did Secretary Balfour spend his time on board ship? He is passionately fond of reading detective stories and works on philosophy. He devoured everything in the line we had with us. His favorites were the 'penny shockers' corresponding to the American Nick Carter series of tales of thrilling adventures and hairbreadth escapes."

Mr. Butler said all were prepared for any emergency and were thoroughly drilled in case of submarine attack.

He told how the wireless on board the ship had kept the members of the commission informed of the successes of the British and French troops on the western front.

Mr. Butler said that on the trip to Washington Major Gen. Wood and

Gen. Bridges were in constant conference.

"It was apparent," he stated, "the two had a great many things in common to discuss, but I have no knowledge of the subjects."

Mr. Butler declared no definite policy had been agreed upon during the voyage in the negotiations to be conducted between President Wilson and other representatives of this Government and those comprising the British Commission.

Will Give Any Information

"We have men in our party," he explained, "who are experts in their various lines, and have come here to give your Government the benefit of their experience. We want you to profit by our mistakes. Anything you want in the way of information you can have. We have come here with wishes, but it is for the United States to decide what should be done in order to meet the situation confronting us in the most effective manner possible."

"This is not the first visit of Mr. Balfour to the United States. Just after his graduation from Oxford in 1870 he made a trip around the world and reached this country at that time."

I asked him what he thought of the reception accorded the British Commission by the American people today, and he replied:

"It has touched me superlatively. I am tremendously pleased."

According to the statement of the details of the voyage permitted by the State Department, the trip was made by way of Halifax, Vaneboro, Me., Portland and Worcester, the Commissioners having stolen away from England April 11 on a fast cruiser. They arrived at Halifax Friday. Crossing to St. John's, a special train took them to McAdams, just across the International Bridge,

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GERMANY'S AGENTS ACTIVE

Athens Center For Fitting Out
Irregular Bands to Attack
French Troops

Athens, via Syra, April 21.—The situation in Greece has never been graver and at the same time more hopeful than it is today—grave because at least the royal regime seems to be entering upon periods of dissolution, during which excesses are possible, but thereby the whole of the intolerably tortuous Greek question seems on the point of being finally settled.

What are the events that have caused this state of affairs? Briefly, the rulers in Athens have proved all over again their incapacity, if not ill-will, to shake off their German shackles. Like all great problems, the matter has reduced itself to general terms, upon which, indeed, it should be judged. As far, however, as the particulars are concerned the Lambrinos Government has not succeeded in carrying out our last demands. Some effort was made to comply with them, a large number of rifles especially being sent to the Peloponnese along with the troops and due honors were paid to the Allied flags on the Zappeion square.

Nevertheless, after the passage of several months not all the demands have been conceded. The Government has begged over questions as if the Entente and Greece were two high contracting parties discussing the details of a treaty. Above all, the Government has not taken the least step against the Germans and Germanophiles in Greece. They have been given this period, since December 6, to clear their Augean stable.

The British Government, British diplomacy, and the British Press have been moderate and helpful in their attitude, but what has been done? Today German officers continue to frequent the palace clandestinely and to be seen by General Doumanis, and other open or hidden members of the army and the General Staff are received by the ex-Premier, M. Gounaris, and by M. Stratos and other Germanophiles.

An Allied officer just returned from Thessaly tells me that German agents are everywhere there. Knowing German perfectly, he was able to converse as a German with one of them, who actually said to him that he passed in Athens as an artist.

French Troops Attacked
From Athens have been organized, furthermore, those irregular bands which, in order to keep up communications with Albania, infest the neutral zone, and have had numerous affairs with French troops. I have received absolute assurances in this matter from a French general officer, who has declared to me that full proofs are held of regular army officers either leading or organizing these bands.

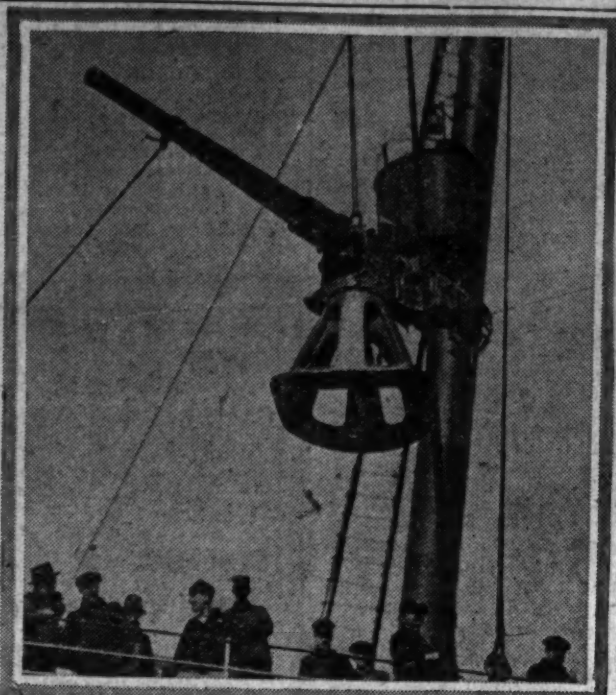
Among those involved are officers named Karamanotis, Glicheon, Papagiorgiou, and Nitriotis. The colonel of the 1st Evzone (bodyguard) regiment himself tried to levy reservists to go to Trikala and thence to Kalambaka to fight French troops. General Papadoulas, who by the Allies' desire, owing to his hostile attitude, had been removed from his post at Janina and thereupon appointed to command the forces at Patras, is also known to have had direct communication with the irregular bands organized in Epirus. He, indeed, superintends with a certain Ploumbis, the leader of the reservists in the Peloponnese. A French officer was sent to Patras to investigate this case and returned with a damning report. He witnessed interviews between Papadoulas and the irregulars. There is equal certainty of the connection of General Doumanis and other General Staff officers with these bands.

Defiant Reply
Armed with this knowledge the head of the Allied military control at Athens sent a full account of the facts to the Greek Government and asked that M. Lambrinos should act with the greatest severity against the men whose names I have given. M. Lambrinos' answer was that the officers in question were "above suspicion in their duty to King and Government, and that their character could not be questioned."

As if this answer were insufficient, a more serious turn was given to the question (the same high authority informs me) by no fewer than 2,500 Greek soldiers being allowed to pass back to the mainland of Greece, wearing their uniforms, on 45 days' leave. The men went in trainloads of 500 or 600. The French authorities demanded the immediate suppression of this movement, and the day before yesterday a German demobilizing the 1914 army group was published, so these men need not return to the Peloponnese. Negotiations had been started for this demobilization to take place in a manner satisfactory to the Allies, but were dropped, and the men were brought over without any agreement.

There are at least 20,000 rifles still available for arming troops in the country and the same military authority gave me an even higher figure. It will be seen that the situation is most disquieting. The Government, with the Allies' errors upon its head, is ready to leave office if M. Zaimis will assume power, but one is inclined to ask, What is the value of an honest man like M. Zaimis prolonging the life of this regime, which has never been able to be anything but a German propaganda center?

Making Ready For Next Submarine



MOUNTING GUN ON S.S. MANCHURIA. (APRIL 21, 1917.)

Like the American freighter Mongolia, which sank the first German U-boat to the credit of an American ship since the war, the American steamship Manchuria is ready if an attack comes. This picture shows a dangerous looking weapon being hoisted on board the Manchuria. The photograph, which was held up by the Navy Department, has just been released for publication by Secretary of the Navy Daniels.

The Two Flags In London

By A. G. Gardiner
(In the Daily News & Leader)

In the warm sunshine of the first springlike day, London looked yesterday [April 20] like a city on holiday. There have been processions to St. Paul's before during this war, but they have been processions that brought no joy in their train. They have been processions that have only deepened the tragic mood of these days. But to stand on Ludgate Hill yesterday, to see the gaily appraised visitors bowling in their carriages through the great avenues of spectators, to see the flags floating in the breeze above us, to pass into St. Paul's amid a throng who seemed out on an errand of cheerfulness was to be translated to an atmosphere so remote from that in which we have lived so long as to be almost incredible. We seemed back in the good old times when the world was happy and we had time and the disposition to rejoice.

And was there ever such an occasion for rejoicing? "How much the greatest event in the history of the world, and the best," was Charles James Fox's comment on the fall of the Bastille. And a century and a quarter later that comment may still stand as one of the most far-reaching contemporary judgments ever pronounced on events. In the great happenings of these days it is difficult to give pre-eminence to any single event, although the Russian revolution seems destined to hold that place. But to every lover of liberty who speaks the English tongue and reveres his land as the mother of freedom the happiest event was that commemorated yesterday. And this for no selfish motive. It was not the fact that we had a new ally who, in the most critical hour of our need, had brought to our aid the greatest reserve of power in the world that gave its peculiar quality to the emotion of yesterday.

The Breach
There was something richer and more significant than that. In the Union Jack and the Stars and Stripes flying side by side over our streets in the sound of the "Battle Hymn of the Republic" echoing through St. Paul's in the unique experience of an American bishop preaching the full doctrine of democracy from the pulpit of the Cathedral, in the spectacle of the King and the American Ambassador kneeling together in thanksgiving for the union of the two peoples in the task of emancipating the world from tyranny a deeper chord was struck than that of gratitude for help in time of peril. It was the chord of reconciliation. The two great streams that had flowed so long apart seemed at last to be united under the inspiration of common ideas that both traced back to a common source.

It would have been an unimaginative mind that did not respond to an event that carried thought back to the occasion of the quarrel and forward to the promise held out by the reconciliation. It would have been an unteachable mind that did not find in the material for both humbling and elevating reflections. For the quarrel was the old quarrel that has always afflicted the world and afflicts it today. It was the quarrel between the spirit of Prussianism and the spirit of freedom implanted in men. In that quarrel it was we who were the Prussians and it was the New England farmers of our blood and speech who kept alive the spirit of liberty upon the earth.

Who Was to Blame?
And yet it is, perhaps, unfair to ourselves to say that it was "we" who were the Prussians. Nothing is more clear from the reading of history than that the real sentiment of the English people was with the American farmers. All that was best in the public life of the time was passionately with them. Chatham died almost with their advocacy upon his lips, Burke's mighty oratory comes thundering down to us

with its repudiation of our policy. Charles James Fox learned the gospel of Liberalism in that tremendous school, and the letters of Junius read like a lash laid across the backs of the dunces and rascals who were bringing the edifice of Empire raised by Chatham to the dust. And the people were with Burke and Chatham. That was the time when the City of London, which has become the synonym for reaction, was the chief bulwark of freedom in the land, when the Lord Mayor with citizens following in thousands went and heeded the stupid King in his palace, and when "Wilkes and Liberty" was the cry of every City merchant.

No, it was not the English people who went wrong. It was an obstinate King, trained in German ideas of kingship, aiming at personal government, corrupting Parliament, dismissing every competent and public-spirited servant, and surrounding himself with a crowd of servile dullards and office-seekers, that wrought the catastrophe. In a word it was the same issue as that of today—not an issue between this people and that, between the English and the Americans, but a collision between two systems of governance, despotism and liberty.

There was never a rebellion more absolutely thrust upon a loyal people than the American rebellion. Benjamin Franklin himself had never dreamed of a breach between the two countries, had only a few years before rendered conspicuous service to us in the events that added Canada to the British Empire, and when he came to London to negotiate, submitted to humiliations from the flunkies of George III, that make one almost blush to read of even now. At last that great man himself was made to see that there were no terms possible with this unspeakable infatuation of a clumsy tyrant and his corrupt satellites. Who does not remember that immortal passage in his letters in which he tells how some noble lord spat upon him? He was wearing, he

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tells us, his best flowered-silk coat, a garment which one does not easily associate with that plain and russet-coated pioneer of liberty, but which, no doubt, he wore out of compliment to those who insulted him as a clownish visitor from the Colonies who dared to talk to his betters about liberty. "I never wore that flowered silk coat again," he says—I quote from memory—"until the day I signed the Declaration of Independence."

The Ancestry of Freedom

Prussianism was beaten then, as it is always beaten in the end, and the victory of the farmers of New England became the inspiration of France and the overture to the French Revolution. The fall of the Bastille was the echo of the Boston Tea-party, and it was with a true sense of the real authorship of the French Revolution that the French gave the key of the Bastille to Thomas Paine as a souvenir for George Washington. It was an act that bore witness to the fact that liberty in France was the child of liberty in America, just as the revolution in Russia is—longo intervallo—the true child of the revolution in France.

But the point that we may reasonably insist on today is that the American rebellion itself was the child of English liberty. It was in the true line of our tradition, was the work of men of our own race, and was the expression of the ideas that three or four generations before had set up the Commonwealth and finally sent the Stuarts, who were then the guardians of Prussianism, packing bag and baggage into oblivion. It would be an interesting speculation to inquire what the British Empire would have been like today had George III. not been an ignorant and foolish man, but it would be a profitless speculation. It was far better, as both Burke and Chatham said, that the breach should come than that liberty should perish.

Foes of Freedom

But the breach set up a certain hostility between the two nations—the sort of irritation that exists between brothers who have fallen out. Coleridge commented on the sneering attitude of a certain type of Englishmen towards the United States long ago, and his comments might stand today. We have still our Prussians who hate Liberalism in every land and who, poor creatures, are in a condition of pathetic bewilderment today when we have Republican France, Republican America, and Republican Russia as our Allies against despotic Germany. You may see, even in the current number of the "National Review" the sort of dull venom these gentry nurse towards freedom. That publication is full of sneers at President Wilson and the United States, sneers as stupid, as ungenerous, as mischievous as anything written by the creatures of George III. a century and a half ago. I have not heard that Mr. Lloyd George has prohibited the exportation of this pernicious organ to America. It is "only an organ of

Liberalism like the Nation that he cannot permit President Wilson to see.

But this hostility never represented the great currents of the two nations. They have always obeyed the great democratic impulse of their common source, and there are few more splendid things in the annals of the people of the country than the loyalty of Lancashire during the Civil War to the cause which had brought famine into its midst.

The Future

And let us remember, too, that the most significant steps towards laying the foundations of a new world order have been taken jointly by the two English-speaking nations. A hundred years ago we and the United States put aside the sword for ever and agreed mutually that not a gun, or a fort, or a symbol of war should be maintained on either side of the Canadian-American frontier. That was the first act of disarmament in the history of great democratic nations—the formal repudiation of war as an instrument for the settlement of international differences. And half a century later the Alabama arbitration set the seal upon that great policy, which opened up to the world the vision of a new order.

It is this policy, and not the surface misunderstandings fomented by the mischief mongers of militarism, that represents the abiding sentiments of the two peoples. In their several spheres they have in the past been the great engineers of freedom in the world. Today we are linked together in what we believe to be the final struggle for the liberties of men. The United States fought its last great war in order, as Lincoln said, that "government of the people by the people for the people should not perish from the earth." It has come to help us to win this war in order that that principle of democracy shall possess the earth, and in possessing the earth bring enduring peace to men.

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HE RUNS, LEAPS, SLIDES, SHAKES HANDS OF 8,000

This City Makes 'A Man Preach His Fool Head Off,' He Says In His Prayer, and Throng Breaks Into Laughter

New York, April 25.—Three thousand and six hundred and six New Yorkers, adjured by Billy Sunday to "come forward for the honor of the old town—this town which has responded more nobly than any other in America"—hit the trail in Billy's Tabernacle yesterday afternoon and last evening, making a total of 8,636 who have marched down the sidewalk aisles since he extended his first invitation Thursday.

Forty-four thousand persons heard the evangelist at his afternoon and evening services, and about 15,000 were turned away because the shed up on Washington Heights was filled at each session an hour or more before the time scheduled for Billy to appear.

Crowds Ever Increasing

Those persons who said, "Well, we won't go to see Sunday yet; we'll wait until the crowds begin to dwindle," were all wrong. Instead of the crowds dwindling, they have been increasing, and yesterday—despite the beautiful weather and the open-air attractions elsewhere—was Billy's biggest occasion since he opened on April 8.

"Oh, I'm proud of this town," he said last night in the prayer he offered before he invited his auditors to shake sin and his hand at the same time. "I don't know when I have known a city which answered like this one does. Why, New York, you're great! You make a man preach his fool head off! (Laughter)—though Billy was praying and a man's glad to preach his fool head off to people like you."

In his afternoon prayer the evangelist had this to say about the city:

"Bless old New York, God! Put your arms around her! Love her! Hug her so tight that she will never want to get away. If New York goes to Heaven, you bet!"

And if trail-hitters mean a Heavenward journey on the part of the metropolis, Billy is right. He gained 1,814 in the afternoon and 1,792 in the evening, and at each service he could have had more had his strength held out to keep on grasping their hands.

Today he will take his usual weekly holiday and will spend most of it resting—probably keeping his hands in his pockets and just bowing to friends instead of greeting them in the usual fashion. "Eighty-six hundred shakes are quite some shakes," he says.

Billy handed out some very straight talk last night about the morals of this city and country. "The crying need in America today," he asserted, "is a single standard of morality for men and women." And that was the most loudly-applauded sentiment he expressed.

Something of a shock, and a lot of laughter, ran through the Tabernacle when, along the same line, he said: "Your wife has just as much right to hang around with the gang and fill her old hide with booze, or to shoot tobacco juice thirty feet away and kill a fly, as you have, old sport, and don't you forget it! Shall America insist upon a fountain of purity for women and allow men to have a hog-wallow of impurity? No!"

"But the women are none too good. Why, there are some women who will kneel at the altar of marriage, with the unseen arm of God around them, one day, and the next day they'll be down in some cabaret with a tango fiend's arm around them, squeezing out their physical and spiritual life."

Billy Sunday was in the best form he has yet displayed last night. His voice rang trumpet-like throughout the vast space of the Tabernacle and he was as full of motion as the well-known "jelly-rubber" idit on a spree. Up and down his platform he must have travelled miles during the course of his talk—and leaped hundreds of feet.

The trail-hitters, as usual, were the smiling "glad-to-see-you-Billy" type. There were a score or more of soldiers and sailors. The rowd of penitents was about evenly divided between men and women. Two young Japs hit the trail and added an unusual touch to the scene.

In the afternoon he flayed the indifference of church members, took a fling at Tammany Hall, declared for the closing of all breweries and distilleries as a war measure and wound up with an appeal to his hearers to come forward and shake his hand as a promise to lead the Christian life.

By actual count 1314 persons in two lines passed before Billy as he stood in the open trap of the platform that only a short time before had represented the battlements of heaven from which the archangel Michael was calling down to the crucified Jesus. For the most part the trail hitters were persons who seemed to belong to the better walks of life; they were such people as may be seen coming out of any church on a Sunday morning. There were some boys in the long procession, which took over half an hour to pass the platform, and many girls in their teens.

The evangelist's reference to Tammany Hall came when he demanded

Marshal Joffre, Hero of the Marne, In Washington



MARSHAL JOFFRE, AMB. JUSSERAND & MAJ-GEN. SCOTT.

General Joseph Joffre, Marshal of France and hero of the battle of the Marne, photographed on his arrival at Washington with the French War Mission of distinguished men. Next to General Joffre is Ambassador Jules Jusserand and Major-General Scott, Chief of Staff of the United States army.

that breweries and saloons be closed at least during the war. He said:

"I believe the United States Government ought to close every brewery and every distillery as a war measure, and if Tammany Hall is the mouthpiece of the saloons I am against Tammany Hall."

Liquor Knows No Party

"The liquor people know no party, and will use the Republicans as a mouthpiece as well as the Democrats when they can get them. The amount of grains used for alcoholic drinks would feed an army of 1,000,000 men for two years, and those drinks disqualify a man from being a husband, a business man, a soldier or anything else."

Tremendous applause followed this declaration. Billy then pleaded that his hearers let the Government know their attitude and urged them, if this brought no results, to pledge themselves not to patronize saloons.

He quoted an imaginary conversation with Jesus in which Christ said, referring to the payment of the thirty pieces of silver: "Judas bought a ticket to hell for \$15.95, and it wasn't a round trip ticket, either." When some persons in the audience laughed, Sunday shot back:

"Oh, you needn't laugh. You're selling Jesus Christ for as little as Judas. Maybe it's the dress you have on, or your automobile outside, or your bank account—I don't know for how much, but whatever it is, you got a dirty bargain."

Most Sinners Too Darned Lazy

Billy Sunday at his afternoon sermon, "The Three Groups in the Garden," took his text from Matthew, xxv, 25: "Lord, is it I?" At the beginning his voice was somewhat husky, and he was plainly annoyed by the coughing about him, and by the crying of a baby that a woman had brought into the Tabernacle. As he got deeper into his theme, however, the Tabernacle became still and his voice regained its volume. His sermon in part was:

"That group (the disciples left behind in the Garden of Gethsemane) is analogous to the position of a large percentage of members in the average church today. They live such a selfish, indifferent, apathetic, 'good Lord, good devil' milk and chalk, cider and vinegar sort of life that it's hard to tell whether they are of the Lord or of the devil."

"We unto you if all men speak well of you. The worst thing a preacher can say over a coffin is that the dead man was a nonentity—he had no enemies. If he had lived as Jesus Christ wanted him to live, he would have had enemies enough."

"The trouble is not that you do what God doesn't want you to do; it is that you don't do what he does want you to do. The sin is not of commission, but of omission. You won't fill up the army, the navy and the Red Cross; you won't cut down your luxuries. The trouble with most of you is that you are too darned lazy."

"If you had never done anything but in keeping with the church this old Sabbath-breaking, whiskey-soaked old world would have been moved long ago. The trouble with the church is

day in that it doesn't seem much more than a social organization. If you ask the members to do anything, they whine about how much time they are giving to God. What can you expect of a social organization except that it will lead the people away from Christ? "What we need is more God, less dress, less strife and less striving after money."

"Masculine degeneracy will never stop until the women of America reform their dress. Men can't look at you dressed in rags like that with prayer meeting thoughts."

"I'm no spiritual osteopath, no spiritual masseur. I'm a surgeon, and when some salaried quack cries out, 'He's stabbed the church,' I hurl back at him, 'You lie.'"

In his prayer at the close, Sunday said he knew the angels in heaven were shouting and the devils growling all day and all night at the number of converts made.

Backsliders Are Raked

"It's one thing to be a member of a church and another thing to be a member of the body of Jesus Christ," declared Billy Sunday in his sermon last night on "Backsliders." "You can't beat the devil; he's been practicing at this game for 6,000 years and never has rheumatism or appendicitis."

"I preach against some amusements, as you'll find out before I leave New York. I don't do it to antagonize anyone. I'm not a crank. My only interest is in seeing that men and women live right."

"Life is check full of half done things—foundations begun, church buildings never built, churchgoing begun and not continued. A multitude of people start for heaven and compromise on a bottle of beer."

"I have taboed only two towns, and one of them was a little place out West that had 250 charter members in an infidel society. There were only two men there called Christians, and you had to put a question mark after their names."

"If you are living up to your highest ideals of religion I will respect you, but if I know that what you believe in is error, I will work to lead you to the right."

"Some men will not sell out, but then there are some men that you can buy. There are men who will not open their shops to a Christian speaker, because the whiskey ring has told them not to. You dirty dogs, you bull-necked whiskey thugs of New York, wait till I get at you! I am ashamed of people that say that there are some men whose honor is like meat in a butcher shop that you can buy at so much a pound; who will sell their votes for a few beers on Election Day."

"I've reached down and helped put tens of thousands on the firm rock of religion, and when I get to the heavenly city I expect to shake them by the hand."

"It's easy to go down; it's hard to come up. The devil puts every obstacle in the way of a man who wants to return to God, but the way to hell

Shipping Items

The N.K.K. s.s. Tafoo Maru left Hankow for Shanghai on Thursday.

The L.C. s.s. Esang left Hongkong for Shanghai via Swatow on Wednesday.

The L.C. s.s. Loongwe left Hankow for Shanghai on Thursday.

The C.N. s.s. Shantung left Hongkong for Shanghai on Thursday.

The N.K.K. s.s. Nanyang Maru left Hankow for Shanghai on Friday.

The C.M. s.s. Kiangkwan left Hankow for Shanghai on Friday.

The C.N. s.s. Poyang left Hankow for Shanghai on Friday.

The N.Y.K. s.s. Tulee Maru left Hankow for Shanghai yesterday.

The C.M. s.s. Kiangyung left Hankow for Shanghai yesterday.

The C.N. s.s. Fengtien left Tientsin for Shanghai via Chefoo and Weihaiwei on Thursday.

The C.N. s.s. Shuntien will leave Tientsin for Shanghai via Chefoo and Weihaiwei today.

The L.C. s.s. Koonshing left Tientsin for Shanghai via Chefoo, Weihaiwei and Tientsin on Thursday.

The N.S. s.s. Ningshao left Hankow for Shanghai on Friday.

The C.M. s.s. Chiyuen left Hongkong for Shanghai on Wednesday.

The L.C. s.s. Luenho will leave Hankow for Shanghai today.

The C.N. s.s. Yingshow will leave Hongkong for Shanghai today.

The K.M.A. s.s. Kiangping (chartered) left Chinwangtao for Shanghai on Friday.

The N.Y.K. s.s. Fongyang Maru will leave Hankow for Shanghai tomorrow.

The L.C. s.s. Suiko will leave Hankow for Shanghai tomorrow.

The C.N. s.s. Luenyi will leave Hankow for Shanghai tomorrow.

The C.N. s.s. Chenan will leave Hongkong for Shanghai on June 5.

The T.K.K. s.s. Shingo Maru for Hongkong is appointed to sail from Nagasaki today, and may therefore be expected to arrive at Woosung at 11 a.m. tomorrow. She will be despatched as above on the same day, and the tender conveying passengers on board will leave the Customs jetty at 5 p.m. on the sailing day.

Passengers Arrived

Per C.M. s.s. Kiangwah from Hankow:—Mr. and Mrs. Tyny and children, Mr. Dovike and Mr. Blytze.

Per C.M. s.s. Hsinming from Tientsin:—Mr. Johnson, Mr. Herbert, and Miss Johnson.

Per C.N. s.s. Tungting from Hankow:—Mr. Marten and Mr. Jennings.

Per C.M. s.s. Kiangteen from Ningpo:—Mr. Ling.

Per N.Y.K. s.s. Yawata Maru from Japan:—Mrs. D. McAllister, Mr. and Mrs. H. C. Marshall, Master D. K. Sibby, Master J. Marshall, Master H. Marshall, Mrs. B. Kerr, Miss Oliveina, and Mr. J. R. Willadsen.

Passengers Departed

Per P.M. s.s. Ecuador for Hongkong:—Miss Thorgesen, Mrs. J. B. Heim, Mrs. G. Guefnikel, Master Guefnikel, Mr. C. L. Hall, Mr. Franek, Mrs. and Mrs. W. P. Hickie, Mr. and Mrs. J. P. Riggs, Jr., Mr. Pauley, Miss Ethel Rowe, Alice G. Brody, Mr. and Mrs. W. H. Haden, Mrs. C. H. Sleeper, Mrs. W. E. Clark, and Mr. F. L. de Roca.

Per N.Y.K. s.s. Haknai Maru for Nagasaki:—Mr. and Mrs. Harrop and Misses Beaulerk.

2 children, Miss Roper, Mr. J. A. Hayes, Mr. H. E. Ovesen, Mr. and Mrs. Bickerton, Mr. Harrop, Mr. and Mrs. Takashima, Mr. K. Kamada and Mr. S. Toninaga. For Moji:—Mr. and L. J. Bowers. For Kobe:—Mr. M. Okada, Mr. G. Imamura, Mr. K. Kodama, Mr. K. Soto, Mr. T. Sakura, Mrs. Falkowa, Mr. Mospol, Mr. M. Oku, Mr. Z. Matsumura, Mr. T. Murakami, Mr. Y. Dol, Mr. K. Konodo, Mr. Christensen, Mr. K. Sauchihashi and Mr. S. J. Storn. For Yokohama:—Mrs. Beaulerk, Mr. P. Y. Angus and Misses Beaulerk.

WE

SELL LAND

COLLECT RENTS

NEGOTIATE LOANS

INSURE PROPERTY

CHINA INVESTMENT CO.,

11 NANKING ROAD,

'Phone 4757

TSINGTAU, NORTH CHINA

The Finest Summer Resort in the Far East.

Grand Strand Hotel

(Formerly Strand Hotel)

Grand Hotel, Grand Hotel Annexe

Beautiful Sandy Beach, Splendid Sea Bathing, Golf, Tennis, Motoring, Deep Sea Fishing.

Excursions to Battle Fields, Good Roads, Lovely Scenery, Race Course and Golf Links adjoin Hotel [Hotel guests have the privilege of the Golf Links]. A Good British Doctor is in attendance at the Hotels. Unexcelled Cuisine, Highest Comforts, Moderate Charges. For all information please apply to T. HERLIHY, Manager.

WHITE LEGHORN EGGS FOR SETTING.

From selected pens, true to standard, yellow legs, tip-top winter layers.

Eggs \$2.75 setting. Thousands of birds for sale. Anyone interested in poultry is invited to inspect our farm.

Kiangnan Poultry Farm

Chun Hsin Road [back of the S. N. Railway Station]

THE CHARLES H. BROWN PAINT COMPANY'S PRODUCTS

are known the world over for their lasting and highly protective qualities. They have been proven by analytical tests to be 100% pure, each of their lines being therefore

A PERFECT PAINT.

A large and varied stock is always kept on hand, so that all the requirements of the trade may be met.

If you have a room, a house, a roof, or anything else to paint, no matter how small or large the job, call on us or drop us a line, and our expert foreign supervisor will do the rest. The enquiry will cost you nothing. The job, if placed in our hands, will cost you no more than work undertaken without foreign supervision.

SOLE AGENTS:

THE CHINA-AMERICAN TRADING CO., Inc.,

13A CANTON ROAD: TEL. 918.

"The Richest of all Tinned Milks Tested"

Says the Committee on Infant and Invalid Diet of the Medical Missionary Association of China



| Section | Date | From | Name | Flag and Rating | Tons | Guns | Man! | Commander |
|---------|---------|--------|------------|-----------------|------|------|------|-----------|
| P&OBI | Apr. 16 | Cruise | Monocacy | Am g-b. 190 | 2 | 43 | | McFeters |
| F&SBI | Apr. 29 | Cruise | Palos | Am g-b. 193 | 2 | 43 | | Delano |
| BNB | Apr. 13 | Cruise | Quiros | Am g-b. 350 | 4 | 55 | | Lewis |
| P&OBI | Apr. 14 | Cruise | Samar | Am g-b. 248 | 4 | 55 | | Parlo |
| BNB | Apr. 14 | Cruise | Villalobos | Am g-b. 350 | 4 | 55 | | Parlo |

The French gunboats D. de Lagree and Decidie, the Japanese gunboats Fushimi, Sumida and Toba, and the British gunboat Woodlark are not included in this list, being dismantled.

Business and Official Notices

SUMMER SUITS

Hand-tailored, American Styles for hottest weather.
White Serge, Shantung Silk, White Drill, Flannels
Hard Woven, Hard Wearing Material.

Thom Shing, Tailor

*G19 Tiendong Road, near Broadway.

From 1st June,
We offer 400 pairs
Silk Stockings,
that have just arrived
in broken boxes,
AT

7 cts. to 1.65 per pair
Black or White.
These prices hold good
only while the stock lasts.

H. G. HILL & CO.
119 Szechuen Road

Russian 5% Internal Liberty
Loan, 1917.

Subscription to the LIBERTY
LOAN is opened in Russia up to
the 13/26th of June, 1917.

The price of issue is 85%.

The Loan is free of income tax
and other taxation.

The Loan is issued for 55 years,
and will be redeemable at par by
yearly drawings beginning in
December, 1922.

The Loan may be reimbursed at
par after the 16/29 of March,
1927.

Coupons are payable in Russia
half-yearly, on the 16/29 of March
and 16/29 of September.

Interest on the loan runs from
the 16/29 of March, 1917; interest
from that date will be added to the
price of issue.

The Russo-Asiatic Bank, and its
Branches in China, Japan and India,
are ready to accept applications for
the above-named Loan.

Special favourable rates will be
quoted for Russian Exchange.

Applications will be wired to
Petrograd free of telegraphic
charges and commission. The
Bank is ready to give every facility
to subscribers in the shape of ad-
vances against the Bonds.

L. JEZERSKI,
Manager.

International Savings Society

HEAD OFFICE
5 Avenue Edouard VII

WHERE and HOW can
one invest money?

We offer you an oppor-
tunity to place money
with absolute safety and a
possibility of large return.

For particulars apply to the
General Managers:

J. BEUDIN
and
M. SPELMAN

Telephone 3929.
Representative will call on
request.

Dr. S. Nakanishi

Veterinary Surgeon
Y-A 4 Barchet Road,

wishes to inform patrons that
his telephone number has been
changed to North 611 from
April 1, 1917.

IF YOU WISH to have good results
in Developing and Printing your
Films, send to THE ASIA PHOTO
SUPPLY CO., 131-A, Szechuen
Road. Phone No. 1647.

13232, Shanghai, March 6, 1917.

North China
Insurance Co., Ltd.

THE Company will open a FIRE
DEPARTMENT at their new
premises No. 7 Kiukiang Road,
Third Floor, on 1st June, 1917.

Telephone No. Central 1944.
Fire policies issued at current
rates.

By order of the Court of Directors,
H. G. SIMMS, Secretary.
Shanghai, 29th May, 1917. 12083

CULTY DAIRY Co.,
Limited

505 Avenue Joffre.
Tel. West 101.

Pure Milk

OWING to an increase in
our herd of cattle we are
now in a position to supply
additional customers with
Milk.

ULTY DAIRY Co.,
Limited

13944

The Royal Cafe

Opposite the Brennan Road entrance
to the new park

JESSFIELD

Meals and short orders served at
all hours.

Only the best wines and liquors,
Cigars and cigarettes carried in
stock.

C. C. JOHN,
Manager.

War Loans Investment Trust
of Malaya.

(Incorporated in the Federated Malay States)

CAPITAL \$6,000,000

in shares of \$10 each (Straits currency full paid)

THE Shares bear interest at the
rate of 6% per annum which to-
gether with repayment of capital
in full on liquidation is guaranteed
by the Government of the Federated
Malay States. Interest accrues
from the 1st day of the month
following the date on which sub-
scriptions are received and will be
paid half yearly on 1st January
and on 1st July. Copies of the
prospectus and forms of applica-
tions for shares can be obtained
from and subscriptions will be
received by, any of the following
Banks.

The Chartered Bank of I. A. &
China.

The Hongkong & Shanghai
Banking Corporation.

The Mercantile Bank of India,
Ltd.

13880

The Hwa Yeng Carpet Factory

Only wool of the best quality
obtainable in China is used, after
careful sorting, in the manufacture of
our carpets. Our workmen are ex-
perts in this line of business, special-
izing in the use of the best wool and
colours, and in every shade and
design, are always kept in stock to
meet the demands of the public, but
carpets of any novel or special
pattern can be made to order. All
carpets are highly polished by our
European customers as a mark of
quality. We have now for sale carpets made
which is fixed at the very moderate
figure of 50 cents per foot. Foreign
patrons are respectfully solicited.

HWA YENG FACTORY.
Nos. 11, 13 and 15 Route des Bourses
French Concession.

13232, Shanghai, March 6, 1917.

Singapore Rubber Auction

Singapore, May 16 and 18.—Follow-
ing were the prices realized at the
rubber auction this week:

Sheet:
Smoked Good Ribbed... 149/145
Smoked Good Ribbed... 145/130
Smoked Good Plain... 132/130
Smoked Good Ribbed... 132/120
Unsmoked Good Ribbed... 112
Unsmoked Good Plain... 124/123
Unsmoked Good Plain... 114

Creepe:
Fine Pale Thin... 149/145
Good Pale Thin... 145/138
Good Pale Blanket... 136
Good Brown Blanket... 132/120
Good Brown... 140/130
Good Dark... 130/120
Darky... 117/84
Scrap... 105/70

Virgin and Pressed... Nil
Loose... Nil
Sheet: Cupwashing... Nil
Catalogued for:
Sole Pels, 12,462 (about 741 tons)
Sole Pels, 4,530 (about 269 tons)

Our auction started on Wednesday
morning with a poor demand for all
grades, and prices declined consider-
ably all round. Many lots had to be
withdrawn on account of high limits.

Fine Pale Sheet sold up to 145, but
bidding was very erratic, and the
average price for both grades may be
given as 144. There was a fair de-
mand for medium and lower grades at
Smoked Sheet dropped 16 on the week,
whereas Unsmoked Sheet of both de-
scriptions show a decrease of 13.

Scrap was neglected.
Owing to Thursday being a Race
Day, trade was continued this
morning, when the market was still
weaker. On the whole the tendency
was very dull, and Wednesday's prices
could hardly be maintained.

(Meyer and Messer.)
Messrs. H. N. Trumh and Co. in-
form us that the following is a
translation of a telegraphic report
received from their Singapore Agents
in connection with the last weekly
rubber auctions held at Singapore on
Wednesday, May 30, 1917.

No. 1 Smoked Sheet—\$150 per picul
equivalent to 11 1/2 d. in London.
No. 4 Creepe \$181 per picul equivalent
to 28. 0 d. in London.

Market steady, demand in good.
Offered 745 tons, sold 453 tons.

W. ASSOMULL & CO.,
Indian Store

No. 4, Broadway,
(Opposite Astor House)

Dealers in:
Indian, Chinese and Japanese
Silks, Fancy Articles, Carpets,
Rugs, Indian Muslin, Damascene,
Brass Ware, Etc. Inspection cordi-
ally solicited.

A large assortment of Chefoo Laces.
Tel. No. 2611.

13212

KINGMAN & BROS.

DENTAL SURGEONS
of the Philadelphia Dental College
and Garretson's Hospital of

Oral Surgery,
Philadelphia, U.S.A.,
Will perform all

Kinds of dental operation on
modern Scientific principles
And supply

Teeth of Superior Workmanship in
Vulcanite, Gold and Alloy Plates,
Gold Crowns and Bridge Work.

All works are guaranteed to entire
satisfaction.
No. 40 Szechuen Road.

13700

THE NEW HOTEL

WEST LAKE, HANGCHOW

NOTICE

The proprietor of the New Hotel
begs to inform the public that his
establishment at Hangchow is the
best of its kind there. It is
beautifully situated and fine views
may be obtained from the win-
dows. This is the best time of the
year in which to visit Hangchow;
the weather is fine; there are no
mosquitoes. The house is large,
the table and wines are first-rate.
The kitchen is under supervision
of an excellent cook, with many
years' experience in foreign hotels
in Shanghai.

PRICES VERY MODERATE

Give us a trial and you will be
convinced.

ASTOR HOUSE HOTEL,
TIENTSIN.

Cable Address:
ASTOR.

The leading Hotel in Tientsin.
Delightfully situated, facing
Victoria Park, and located in
the Centre of the Town's Life
and Business.

Spacious and Luxurious
Dining and Reception Rooms.
Comfortable Bedrooms with
Bath, Double, Single or En
Suite.

First-Class Cuisine and
Selected Cellar, under Foreign
Supervision.

Central Heating, Electric
Light, Modern Sanitary
Arrangements.

Hotel Motor-Omnibus and
Porters meet all Trains and
Boats.

THE MANAGEMENT.

London Rubber Market

London, May 31.—Today's rubber
prices were:—

Plantation First Latex Creepe:
Spot: 2s. 11 1/2 d. Paid.
July to December: 2s. 0 d. Paid.

Tendency of Market: Dull.
Previous Quotation, London, May
30:—

Spot: 2s. 0 d. Paid.
July to December: 2s. 0 1/4 d. Paid.
Tendency of Market: Very dull.

BAR SILVER

London, May 30.—Today's silver
prices were as follows:—

Bar Silver Spot: 35d. Small offer-
ings steady.

Previous Quotation, London, May
29:—

Bar Silver Spot: 37 1/2 d. Quiet.
Featureless.

London, May 31.—Today's silver
quotations were as follows:
Bar Silver Spot: 35d. Quiet.
Last quotation, London, May 30:—
Bar Silver Spot: 35d. Small offer-
ings steady.

Provision Prices
in Local Markets

Prices quoted are in Mexican
dollars cents at Hongkong market
as compiled on May 29, 1917.

Butcher's Meat

Beef... 14-20
Mutton... 14-20
Pork... 14-20
Veal... 14-20

Fish

Bream... 15-16
Cod... 12-14
Mackerel... 20-30
Pomfret... 16-20
Salmon... 14-16
Sardines... 16-20
Sole... 20-30
Whitebait... 14-16

Game, Poultry and Eggs

Deer... each none
Duck... each none
Eggs... each 40-70
Fowl... each 14-16
Geese... each 20-25
Hare... each 50-60
Partridge... each none
Pheasant... each none
Pigeons... each none
Plover... each 18-20
Quail... each none
Snipe... each none
Turkey... each 12-14
Teal... each 40-45
Wild Duck... each none
Wild Geese... each none
Woodcock... each none
Wild Pigeons... each none

Fruit

Apples... per lb. 20-25
Apricots... per lb. 8-10
Bananas... per lb. 12-15
Cherries... each none
Cocoanuts... each 15-18
Figs... per lb. none
Grapes... per lb. none
Lemons... each 8-10
Lichees... per lb. 16-18
Mangoes... each 15-20
Melons... per doz. 60-70
Oranges... each none
Peaches... per lb. 16-18
Peraimmons... each none
Peaches... per lb. 8-10
Plums... each 4-8
Pumpeloes... each 15-20
Pears... per lb. 10-12
Strawberries... per lb. 10-15
Walnuts... each 10-12
Pineapple... each none

Vegetables

Artichokes... per lb. 2-3
Asparagus... per doz. 15-20
Bamboo Shoots... per lb. 5-8
Broad Beans... per lb. 2-3
Beetroot... per bunch 2-3
Cabbage... each 3-5
Carrots... per bunch 2-3
Cauliflower... each 8-10
Egg Plant... per lb. 6-8
French Beans... each none
Green Corn... each none
Leeks... per bunch 2-3
Mushrooms... per lb. 30-40
Onions... per lb. 3-5
Peas... per lb. 4-5
Potatoes... per pic. \$2.40-3.00
Pumpkins... per lb. 1-5
Radishes... per lb. 1-2
Spinach... per lb. 2-3
Tomatoes... per bunch 2-3
Turnips... per bunch 2-3

Grain and Flour

Flour, American per 50 lb. \$5.50
Flour, Shanghai per 50 lb. \$2.80
Rice... per 200 lb. \$8.00

Milk

Foreign dairies per bottles 20
Chinese dairies... 17
Fodder... 17

Barley... per 114 lb. \$2.38
Fuel... \$2.15

House Coal... per ton \$12.00
Stove Coal... \$17.40
Firewood... per 50 bundles \$1.00

E. KILNER,
Chief Inspector.

BENJAMIN AND POTTS
SHARE LIST

Yesterday's Prices

STOCK

Quotations
Closing

Banks

H. K. and S. B. \$860.
Chartered 259 1/4.
Russo-Asiatic 7. 3/4.
Cathay, ordy. 6. 3/4.
Cathay, pref. 5. 1/2.

Marine Insurance

Canton 350.
North China 140.
Union of Canton 250.
Yangtze 220.

Fire Insurance

China Fire 314 1/2.
Hongkong Fire 325 B.

Shipping

Indo-China Pref. 123.
Indo-China Def. 100s. N.
"Shell" 114.
Shanghai Tug (C) 46 1/4.
Kochien 25 B.

Mining

Kaiping 10 1/2 d. B.
Oriental Cons. 27/6.
Philippine 9. 0/0.
Raub. 82. 5 N.

Docks

Hongkong Dock 121 1/2.
Shanghai Dock 74.
New Eng. Works 12 B.

Wharves

Shanghai Wharf 72 B.
Hongkong Wharf 79 S.

Lands and Hotels

Anglo French Land 63 1/2 B.
China Land 50.
Shanghai Land 50.
Weihaiwei Land 3.
Shanghai Hotels Ltd. 30 1/2 B.
China Realty (ord.) 55.
China Realty (pref.) 55.

Cotton Mills

E-wo 152 1/2.
International 100 B.
International Prof. 80.
Laou-kung-mow 68.
Oriental 70.
Shanghai Cotton 122 B.
Shanghai Yik 14. 4/5.
Yangtze 5 1/2.
Yangtze Pref. 101.

Industrials

Butler Tile 23.
China Sugar 107 N.
Green Island 7. 50 S.
Langkats 17 B.
Major Bros. 5.
Shanghai Sumatra 140 S.

Stores

Ball and Ho 110 1/2 B.
Llewellyn 80.
Lane, Crawford 392 1/2 B.
Moutrie 335.
Watson 24 1/2 B.
Weeks 115 1/2 d. B.

Rubbers (Local)

Alma 11 1/2.
Amherst 11.
Anglo-Java 10 1/2 B.
Anglo-Dutch 5. 40 B.
Ayer Taweh 35 S.
Batu Anson 118.
Bukit Teh Alam 1. 30.
Bute 4. 30.
Chemur United 1. 30.
Chempedak 1. 30.
Consolidated 2. 90 B.
Dunlop 1. 11 B.
Gula Kalumpungan 1. 5 B.
Java Consolidated 2. 1 1/2 B.
Kamunting 1. 30.
Kapela 6. 05 B.
Kara 2. 90 B.
Kayan 2. 7 B.
Kotah Bahru 1. 3 1/2.
Krook Java 1. 14 1/2.
Padang 1. 14 1/2.
Pengkalan Durian 1. 10. 05 B.
Permatang 1. 14.
Rahap 1. 3. 55.
Samangas 1. 30.
Sembawang 1. 30.
Shanghai Kiang 1. 14 1/2 B.
Shanghai Malay 7. 05.
Shanghai Pahang 1. 17 B.
Sungala 1. 18 B.
Sungai Durian 1. 11 1/2.
Sun Mangia 1. 7.
Shai Kanton 1. 0. 30 B.
Shanghai Seremban 1. 0. 30 B.
Taiping 1. 15 B.
Tanjah Merah 1. 23 B.
Tebong 2. 3 1/2.
Uluohri 2. 3 1/2.
Zhangbe 1. 8 B.

Miscellaneous

C. I. and E. Lumber 110.
Cult. Dairy 10 S.
Shai Rice and Ash. 32.
Shanghai Gas 71 1/2 B.
Shanghai Tram 24.
Horse Bazaar 30.
Shanghai Mercury 29.
Shai Telephone 24 1/2 S.
Shai Waterworks 250 B.

B. Sellers. Sa., Sales. B., Buyers.

Benjamin & Potts, 8 Jinkee Road
Telephone No. 398.

LANGKAT DAILY OUTPUT

The following telegraphic in-
formation has been received by
the general agent from the
Sumatra director and manager of
the Maatschappij tot Mij-
nboesch-en Landbouweexploitatie in
Langkat:

"The output of crude oil for
May 31 was 80 tons."

RUBBER OUTPUT

Messrs. Hugo Reiss and Co. Secre-
taries of the undermentioned Estates
inform us that the output of Rubber
from the Estates during the month
of May was as follows:—
The Benawang Rubber Estates Com-
pany, Ltd. 25,717 lbs.
Shanghai Seremban Rubber Estates
Co., Ltd. 10,211 lbs.
Tapping very much hindered by
rain.
Mr. G. McBain, agent of the Mhat-
shapji tot Mij-boesch-en Lan-
bouweexploitatie in Langkat, in-
forms us that he has received a tele-
gram from the Manager in Sumatra in-
forming him that the estimated output
of Dry Rubber for the month of May
was 51,125 lbs.
Messrs. J. P. Bisset and Co. agent
for the Pengkalan Durian Estates, Ltd.
informs us that they have received the
following telegraphic information from
their Singapore Agents:—Output of
Rubber for the month of May 12,437
lbs.

AMUSEMENTS

APOLLO THEATRE

Programme for June 3rd.

TONIGHT ZONA TONIGHT

Most sensational dancer of the present time. The Queen of Emotional
Dancers, dancing the famous HAWAIIAN "HULA HULA"

FRANCES DAINTY CO.

Slack wire and trick bicycle Artists. In a whirlwind of thrills
quicker than shots from a rapid fire gun.

"AN ARTIST'S DAUGHTER"

A powerful film story, by M. Morison.
IN THREE PARTS.
PATHE'S BRITISH, FRENCH AND AMERICAN GAZETTES
Depicting all the principal events

"NUTTY NEWS"

Comic Animated Cartoon.

MATINEE. Today, at 3 p.m.

The 11th and 12th Series of
"WHO'S GUILTY?"
Four Reels.

Frances Dainty Co. will appear at this Matinee.

Programme for June 4th, 5th, 6th and 7th.

The final two Series of
"WHO'S GUILTY?"
"THE GOAD OF JEALOUSY" and "THE IRONY OF JUSTICE"
FOUR REELS.

PATHE'S

GENERAL SHIPPING NEWS

Future Sailings

FOR AMERICA AND CANADA

| Date | Time | Destination | Ship's Name | Flag | Agents |
|---------|-------|-------------------------|----------------|------|------------|
| June 13 | 5.00 | Victoria B.C. & Seattle | Kamakura maru | Jap. | N. Y. K. |
| 15 | 11.00 | San Francisco | Nippon maru | Jap. | N. Y. K. |
| 15 | 8.00 | New York via Panama | Tosima maru | Jap. | Alexander |
| 15 | 11.00 | San Francisco | Shinyo maru | Jap. | N. Y. K. |
| 15 | 4.00 | Victoria B.C. & Seattle | Shidokawa maru | Jap. | N. Y. K. |
| 17 | 11.00 | San Francisco | China | Am. | G. I. Pet. |
| 17 | 11.00 | Tacoma & Seattle Wash | Mexico maru | Jap. | O. S. K. |

FOR JAPAN PORTS

| | | | | | |
|--------|-------|-----------------------|----------------|------|----------|
| June 5 | 10.30 | Nagasaki, Moji & Kobe | Yawata maru | Jap. | N. Y. K. |
| 7 | 11.00 | Kobe & Osaka | Kanasa maru | Jap. | N. Y. K. |
| 9 | 5.00 | Nagasaki | Stimbrak | Jap. | N. Y. F. |
| 9 | 11.00 | Nagasaki, Moji & Kobe | Yamashiro maru | Jap. | N. Y. K. |
| 9 | 11.30 | Kobe | Mishima maru | Jap. | N. Y. K. |
| 13 | 5.00 | Kobe | Kamakura maru | Jap. | N. Y. K. |

FOR EUROPE, INDIA, STRAITS, ETC.

| | | | | | |
|--------|-------|----------------|--------------|------|--------------|
| June 3 | 7.00 | Liverpool etc. | Katori maru | Jap. | N. Y. K. |
| 4 | 11.00 | Java Port | Tijp-mas | Dut. | H. C. T. Co. |
| 4 | 5.00 | London etc. | Tsuyama maru | Jap. | N. Y. K. |
| 10 | 9.00 | London etc. | Kamo maru | Jap. | N. Y. K. |
| 24 | 11.00 | Liverpool etc. | Kashima maru | Jap. | N. Y. K. |

FOR SOUTHERN PORTS

| | | | | | |
|--------|-------|--------------------------------|---------------|------|--------------|
| June 3 | 10.00 | Swatow, H'kong and Canton | Anhui | Br. | B. & S. |
| 3 | 11.00 | D.L. Hongkong | Yochow | Br. | B. & S. |
| 4 | 4.00 | Swatow | Hsin Ningshao | Chi. | N. S. S. Co. |
| 4 | 5.00 | Hongkong | Shiao o maru | Jap. | Alexander |
| 5 | 1.00 | Swatow | Shantung | Br. | B. & S. |
| 5 | 11.00 | Hongkong & Canton | Shantung | Br. | B. & S. |
| 7 | 11.00 | Amoy, Hongkong & Canton | Shantung | Br. | B. & S. |
| 8 | 3.00 | Takao via F'chow & Keelung | Shantung | Jap. | O. S. K. |
| 8 | 11.00 | Swatow, Hongkong & Canton | Shantung | Jap. | N. Y. K. |
| 10 | 11.00 | D.L. Swatow, Hongkong & Canton | Yanchow | Br. | B. & S. |
| 11 | 11.00 | D.L. Hongkong & Canton | Chenau | Br. | B. & S. |
| 13 | 11.00 | Hongkong | China | Am. | G. I. Pet. |

FOR NORTHERN PORTS

| | | | | | |
|--------|-------|-----------------------------------|-------------|------|-----------------|
| June 3 | 11.00 | D.L. Antung | Hunan | Br. | B. & S. |
| 3 | 11.00 | A.M. Chetoo & Tientsin | Hsinlung | Chi. | C. M. S. N. Co. |
| 3 | 11.00 | D.L. Waihaiwei, Chetoo & Tientsin | Yakaki maru | Jap. | S. M. R. |
| 5 | 11.00 | A.M. Chetoo & Tientsin | Feeling | Br. | B. & S. |
| 7 | 9.00 | Tientsin | Hsinlung | Chi. | C. M. S. N. Co. |
| 8 | 11.00 | Swatow | Sanjo maru | Jap. | S. M. R. |
| 8 | 11.00 | Swatow | Shimbrak | Jap. | N. Y. K. |
| 8 | 11.00 | Swatow | Shichuan | Br. | B. & S. |
| 9 | 11.00 | Swatow, Hongkong & Canton | Shichuan | Br. | B. & S. |
| 11 | 11.00 | Tientsin & Dainy | Kohoku maru | Jap. | O. S. K. |
| 11 | 11.00 | Swatow & Dainy | Kobe maru | Jap. | S. M. R. |

FOR RIVER PORTS

| | | | | | |
|--------|-------|-------------|--------------|------|-----------------|
| June 5 | 11.00 | Hankow etc. | Kiangto | Chi. | C. M. S. N. Co. |
| 4 | 11.00 | do | Kiangwah | Chi. | C. M. S. N. Co. |
| 4 | 11.00 | do | Tatoo maru | Jap. | N. Y. K. |
| 4 | 11.00 | do | Tungting | Br. | B. & S. |
| 5 | 11.00 | do | Loongwo | Br. | J. M. & Co. |
| 5 | 11.00 | do | Chungking | Jap. | N. Y. K. |
| 5 | 11.00 | do | Nanyang maru | Br. | B. & S. |
| 6 | 11.00 | do | Poyang | Br. | B. & S. |
| 6 | 11.00 | do | Luany | Br. | B. & S. |
| 6 | 11.00 | do | Nankin | Br. | B. & S. |

Arrivals

| Date | From | Ship's Name | Tons | Flag | Agents | Berth |
|--------|-------------|-------------|------|------|-----------------|-------|
| June 1 | Ningpo | Kiangto | 2012 | Chi. | C. M. S. N. Co. | KLW |
| 1 | Chinwangiao | Protea | 1025 | Br. | K. M. A. | KLW |
| 2 | Hankow | Tatoo maru | 1756 | Jap. | N. Y. K. | KLW |
| 2 | Antung | Hunan | 1863 | Br. | B. & S. | WTW |
| 2 | Tientsin | Hsinlung | 1428 | Chi. | C. M. S. N. Co. | KLW |
| 2 | Hankow | Tungting | 2086 | Br. | B. & S. | ONW |
| 2 | Japan | Kiangwah | 2104 | Chi. | C. M. S. N. Co. | KLW |
| 2 | Japan | Yawata maru | 3806 | Jap. | N. Y. K. | KLW |

Departures

| Date | For | Ship's Name | Tons | Flag | Agents |
|--------|------------------------------|-------------|------|------|-----------------|
| June 1 | Wanchow via Ningpo | Poochi | 631 | Chi. | C. M. S. N. Co. |
| 2 | Japan | Hakasa maru | 1254 | Jap. | N. Y. K. |
| 2 | Footow | Hakochi | 1365 | Chi. | C. M. S. N. Co. |
| 2 | Tungting | Wosang | 1127 | Br. | J. M. & Co. |
| 2 | Waihaiwei, Chetoo & Tientsin | Shanghai | 1815 | Br. | B. & S. |
| 2 | Ningpo | Kiangto | 2012 | Chi. | C. M. S. N. Co. |

For Northern Ports

CHEFOO and TIENTSIN.—The str. Hsinlung, Capt. F. H. Hamblin, will leave on Sunday morning. For Freight or Passage apply to C.M.S.N. Co.

ANTUNG.—The China Navigation Co.'s str. Hunan, Capt. W. J. French, will leave on Sunday, June 3, at daylight. For Freight or Passage apply to Butterfield and Swire, Agents, Tel. No. 77.

CHEFOO and TIENTSIN.—The str. Hsinlung, Capt. MacKenzie, will leave on Tuesday morning. For Freight or Passage apply to C.M.S.N. Co.

WEIHAIWEI CHEFOO and TIENTSIN.—The China Navigation Co.'s steamer Fengtien Capt. A. S. Harris, will leave from the French Bund on Tuesday, June 5, at 2 p.m. For Freight or Passage, apply to Butterfield and Swire, Agents, French Bund, Freight Tel. No. 77, Passage Tel. No. 401.

NEWCHWANG.—The China Navigation Co.'s str. Szechuen, Capt. Higgins, will leave on Friday, June 8, at daylight. For Freight or Passage, apply to Butterfield and Swire, Agents, Tel. No. 77.

WEIHAIWEI CHEFOO and TIENTSIN.—The China Navigation Co.'s str. Shantung, Capt. Northcote, will leave from the French Bund on Saturday, June 9, at 10 a.m. For Freight

or Passage, apply to Butterfield and Swire, Agents, French Bund, Freight Tel. No. 77, Passage Tel. No. 401.

TIENTSIN and DAIREN.—The str. Kohoku Maru, Capt. K. Saito, will be despatched from the Co's Yangtszepoo wharf on June 11, at 2 p.m. The steam-launch conveying passengers on board will leave the jetty in front of the Nishin Kisen Kaisha at 1 p.m. on the same day. For Freight or Passage, please apply to The Osaka Shosen Kaisha, No. 4, The Bund, Tel. Nos. 4234 and 4047.

For Foreign Ports

TACOMA & SEATTLE, CALLING AT VICTORIA B. C. via NAGASAKI, KOBE, YOKKAICHI, SHIMIDZU and YOKOHAMA.—The str. Mexico Maru, Captain T. Yamaguchi, will be despatched from on June 27, at 11 a.m. Through Bills of Lading are granted for American Ports and overland points connecting with the Chicago, Milwaukee and St. Paul Railway Co. at Seattle and Tacoma. Consular Invoices must accompany overland shipment. The tender will leave the Customs jetty for conveyance of passengers and mails to the steamer, at — on the same day. For Freight or Passage, apply to The Osaka Shosen Kaisha, No. 4, The Bund, Tel. No. 4234, 4047.

Vessels Loading

For River Ports

HANKOW and PORTS.—The str. Kiangto, Capt. A. S. Malcolm, will leave on Sunday night. For Freight or Passage apply to C.M.S.N. Co.

HANKOW and PORTS.—The Co's str. Tafoo Maru, Capt. S. Hosokawa, will be despatched from Footing N.K.K. wharf on Monday, June 4, at about 12 o'clock midnight. The last steam launch will leave Canton Road jetty at 11 p.m. For Freight and Passage apply to The Nishin Kisen Kaisha, No. 5 The Bund, Tel. No. 3256.

HANKOW and PORTS.—The China Navigation Co's steamer Tungting Capt. H. A. Wavell, will leave from the French Bund on Monday, June 4, at about 12 o'clock midnight. For Freight or Passage, apply to Butterfield and Swire, Agents, French Bund, Freight Tel. No. 77, Passage, Tel. No. 401.

HANKOW and PORTS.—The str. Kiangwah, Capt. John McArthur, will leave on Monday night. For Freight or Passage apply to C.M.S.N. Co.

HANKOW and PORTS.—The Indo-China Steam Navigation Co's str. Loongwo, 3225 tons, Capt. Funder, will leave on Tuesday, June 5, at about 12 o'clock midnight. For Freight or Passage, apply to Jardine, Matheson and Co., Ltd., General Managers, Tel. No. 240.

HANKOW and PORTS.—The China Navigation Co's str. Chungking, Captain E. Monkman, will leave on Tuesday, June 5, at about 12 o'clock midnight. For Freight or Passage, apply to Butterfield and Swire, Agents, Tel. No. 77.

HANKOW and PORTS.—The China Navigation Co's str. Poyang, Captain Carnaghan, will leave from the French Bund on Wednesday, June 6, at about 12 o'clock midnight. For Freight or Passage, apply to Butterfield and Swire, Agents, French Bund, Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW and PORTS.—The China Navigation Co's str. Luenyi, Captain Fraser, will leave from the French Bund on Friday, June 8, at about 12 o'clock midnight. For Freight or Passage, apply to Butterfield and Swire, Agents, French Bund, Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW and PORTS.—The China Navigation Co's str. Ngankin, Capt. F. Newcomb, will leave from the French Bund on Saturday, June 9, at about 12 o'clock midnight. For Freight or Passage, apply to Butterfield and Swire, Agents, French Bund, Freight Tel. No. 77, Passage Tel. No. 401.

For Southern Ports

SWATOW, HONGKONG and CANTON.—The China Navigation Co's str. Anhui, Captain Eddy, will leave from the French Bund direct for the above ports on Sunday, June 3, at 10 a.m. For Freight or Passage apply to Butterfield and Swire, Agents, French Bund, Freight Tel. No. 77, Passage Tel. No. 401.

HONGKONG.—The str. Shinyo Maru, 22,000 tons, Capt. Wm. C. T. S. Filmer, will leave on Monday, June 4, 1917. The tender conveying passengers and mails will leave the Customs jetty at 5 p.m. For passage apply to Alexander.

NINGPO.—The China Navigation Co's str. Hsin Peking, Capt. A. Scott, R.N.R., will leave from the French Bund on Monday, June 4, at 4 p.m. For Freight or Passage, apply to Butterfield and Swire, Agents, French Bund, Freight Tel. No. 77, Passage Tel. No. 401.

HONGKONG and CANTON.—The China Navigation Co's str. Sunning, Capt. W. L. Jones, will leave from the French Bund direct for the above ports on Tuesday, June 5, at 11 a.m. For Freight or Passage apply to Butterfield and Swire, Agents, French Bund, Freight Tel. No. 77, Passage Tel. No. 401.

AMOI, HONGKONG and CANTON.—The China Navigation Co's str. Shantung, Captain Meathrel, will leave from the French Bund direct for the above ports on Thursday, June 7, at daylight. For Freight or Passage apply to Butterfield and Swire, Agents, French Bund, Freight Tel. No. 77, Passage Tel. No. 401.

TAIKAO (Formosa) via FOCHOW and KEELUNG.—The str. Keelung Maru, Capt. T. Kamiashi, will be despatched from the Co's Ytszepoo wharf on June 8, at 2 p.m. The steam-launch conveying passengers on board will leave the jetty in front of the Nishin Kisen Kaisha at 2 p.m. on the same day. For Freight and Passage, apply to The Osaka Shosen Kaisha, No. 4, The Bund, Tel. Nos. 4234 and 4047.

SWATOW, HONGKONG and CANTON.—The China Navigation Co's str. Yenchow, Capt. J. Gibbs, will leave from the French Bund direct for the above ports on Sunday, June 10, at daylight. For Freight or Passage apply to Butterfield and Swire, Agents, French Bund, Freight Tel. No. 77, Passage Tel. No. 401.

HONGKONG and CANTON.—The China Navigation Co's str. Chenau, Capt. F. H. Cowan, will leave from the French Bund direct for the above ports on Tuesday, June 12, at daylight. For Freight or Passage apply to Butterfield and Swire, Agents, French Bund, Freight Tel. No. 77, Passage Tel. No. 401.

Launch Services

TODAY

The tender conveying passengers and mails to the N.Y.K. str. Katori Maru will leave the Customs jetty at 8 a.m.

TOMORROW

The launch conveying passengers to the N.K.K. str. Tafoo Maru will leave the Canton Road jetty at 11 p.m. The tender conveying passengers and mails to the T.K.K. str. Shinyo Maru will leave the Customs jetty at 5 p.m.

C. N. C.

CHINA NAVIGATION CO., LTD.

YANGTSE RIVER & CHINA COAST PORTS. FAST SCHEDULE SERVICES.

For CHINKIANG, NANKING, WUHU, KIUKIANG and HANKOW.—S.S. Luenyi, Ngankin, Poyang, Tungting and Wuchang.—Sailing from the French Bund at midnight. These steamers connect with the Company's regular lines on the Upper Yangtze and Hunan Lake.

*The str. Wuchang is especially fitted to handle heavy lifts. Regular sailings every Tuesday, Wednesday, Friday and Saturday at midnight.

For HONGKONG and CANTON.—S.S. Anhui, Chenau, Yenchow, Singkiang, Shantung and Sunning.—Sailing from the French Bund and connection at Hongkong with the Company's steamers for Hoihow, Pakhoi, Halphong, Manila, Cebu, Iloilo, Zamboanga and Australian ports. Sailing from the French Bund every Tuesday, Thursday and Sunday.

For TIENTSIN and PEKING via WEIHAIWEI and CHEFOO.—S.S. Tungchow, Fengtien, Shantung and Shengking.—Sailing from the French Bund every Tuesday, Thursday and Saturday.

For NINGPO.—S.S. Hsin Peking.—Sailing from the French Bund. Regular sailings every Monday, Wednesday and Friday at 4 p.m. The above steamers are installed with Electric Light through, with Steam Heaters in the State Rooms and Dining Saloon, and are otherwise completely fitted for the comfort and convenience of passengers.

For further particulars regarding passage money, etc., see "THE TAIKOO SHIPPING GAZETTE," obtainable from the undersigned, or from The International Sleeping Car Express Train Co., or from Messrs. THOMAS COOK & SON, Fochow Road.

BUTTERFIELD & SWIRE.

Freight: Telephone No. 77. Agents: 21-23 French Bund.

Passage: Telephone No. 401.

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For further information re freight and passage, apply to

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SAILINGS FROM SHANGHAI

(Subject to Alteration)

AMERICAN LINE

(For Tacoma and Seattle, Wash.)

Via Pacific, calling at Nagasaki or Moji, Kobe, Yokkaichi, Shimidzu, Yokohama and Victoria, B. C.

"MEXICO MARU" ... (12,000 tons) Capt. T. Yamaguchi June 26, 27

(For Hongkong) ... arr. leave.

"CANADA MARU" ... (12,000 tons) Capt. T. Suruga July 4, 5

CHINA COASTING LINE

For Tientsin and Dairen

"KOROKU MARU" ... (2,610 tons) Capt. K. Saito June 9, 11

For Foochow, Keelung and Takao.

"KEELUNG MARU" ... (1,260 tons) Capt. T. Kamiashi June 6, 8

The Company also run numerous steamers from Japan to India, South America, Australia, China, Korea, Vladivostok, and also between the Principal Ports in Japan.

For freight, passage and further information, please apply to:—

H. YAMAUCHI,

Manager. Tel. Address: SHOSEN, SHANGHAI.

OSAKA SHOSEN KAISHA

Union Building, 4 The Bund.

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SAILINGS FROM SHANGHAI

(Subject to alteration.)

EUROPEAN LINE.

For London or Liverpool via Hongkong, Singapore, Malacca, Penang, Colombo, etc.

| Ship | Tons | Departure |
|--------------|--------|-----------|
| KAMO MARU | 16,000 | June 10 |
| KASHIMA MARU | 19,000 | June 28 |
| MISHIMA MARU | 16,000 | July 8 |

**For Liverpool.

AMERICAN LINE.

Via Pacific, calling at Hongkong, Shanghai, Moji, Kobe, Yokohama, Victoria, B.C., and Seattle, Wash.

| Ship | Tons | Departure |
|----------------|--------|---------------|
| KAMAKURA MARU | 12,500 | June 18, 1917 |
| SHIDZUOKA MARU | 12,500 | June 26, 1917 |
| INABA MARU | 12,500 | July 21, 1917 |

SHANGHAI-YOKOHAMA LINE.

(Via Nagasaki, Moji and Kobe.)

| Ship | Tons | Departure |
|----------------|-------|-----------|
| YAWATA MARU | 7,000 | June 5 |
| YAMASHIRO MARU | 7,000 | June 9 |
| OMI MARU | 7,000 | June 12 |
| CHIKUZEN MARU | 5,500 | June 16 |
| CHIKUGO MARU | 5,500 | June 19 |

KOBE TO SEATTLE.

| Ship | Tons | Departure |
|-----------|--------|-----------|
| SADO MARU | 12,500 | June 15 |

SHANGHAI, KOBE AND OSAKA LINE.

(Via Moji.)

| Ship | Tons | Departure |
|-------------|-------|-----------|
| KASUGA MARU | 7,000 | June 7 |
| KUMANO MARU | 9,500 | June 14 |

FOR JAPAN.

| Ship | Tons | Departure |
|---------------|--------|-----------|
| MISHIMA MARU | 16,000 | June 9 |
| KAMAKURA MARU | 12,500 | June 13 |

FOR HONGKONG.

| Ship | Tons | Departure |
|----------------|--------|--------------|
| SHIDZUOKA MARU | 12,500 | June 8, 1917 |

AUSTRALIAN LINE.

Regular Four-Weekly Service between Japan Ports and Australian (calling at Hongkong and Manila.)

| Ship | Tons | Departure |
|------------|--------|-------------------------------|
| TANGO MARU | 14,000 | Leave Hongkong, June 19, 1917 |
| NIKKO MARU | 10,000 | July 17, 1917 |
| AKI MARU | 12,500 | Aug. 14, 1917 |

CALCUTTA LINE.

Regular Fortnightly Service between Yokohama and Calcutta (calling at Shanghai on homeward voyage.)

BOMBAY LINE.

Regular Fortnightly Service between Kobe and Bombay (calling at Shanghai on homeward voyage.)

The Company also runs numerous steamers from Japan to China and Korean ports and Vladivostok, and also between the principal ports in Japan.

For freight, passage and further information, apply to
T. IBUKIYAMA, Manager, Nippon Yusen Kaisha.
Tel. Address: Yusei, Shanghai. Tel. No. 5729.

CHINESE GOVERNMENT RAILWAYS

TIENTSIN-PUKOW LINE

TIME TABLE

(Published by order of the Administration)

000 = Midnight, 1330 = 130 p.m.

Sept. 1st, 1916 and until further notice

| Peking-Mukden Line | | | | Tientsin-Pukow Line | | | |
|--------------------|-------|---------|---------|---------------------|---------|---------|-------|
| Mail | Local | Express | Mail | Local | Express | Mail | Local |
| 101 S. | 5 S. | 10 S. | 101 S. | 5 S. | 10 S. | 101 S. | 5 S. |
| 204 S. | 11 S. | 20 S. | 204 S. | 11 S. | 20 S. | 204 S. | 11 S. |
| 230 S. | 11 S. | 20 S. | 230 S. | 11 S. | 20 S. | 230 S. | 11 S. |
| 000 S. | 11 S. | 20 S. | 000 S. | 11 S. | 20 S. | 000 S. | 11 S. |
| 1801 S. | 11 S. | 20 S. | 1801 S. | 11 S. | 20 S. | 1801 S. | 11 S. |
| 101 N. | 5 N. | 10 N. | 101 N. | 5 N. | 10 N. | 101 N. | 5 N. |
| 204 N. | 11 N. | 20 N. | 204 N. | 11 N. | 20 N. | 204 N. | 11 N. |
| 230 N. | 11 N. | 20 N. | 230 N. | 11 N. | 20 N. | 230 N. | 11 N. |
| 000 N. | 11 N. | 20 N. | 000 N. | 11 N. | 20 N. | 000 N. | 11 N. |
| 1801 N. | 11 N. | 20 N. | 1801 N. | 11 N. | 20 N. | 1801 N. | 11 N. |

The station for the foreign concessions in Tientsin is "TIENTSIN-EAST".

Conventional Signs.

300 = train runs on Thursday only. 230 = train runs on Fridays only.

300 = on trains marked thus passengers must hold additional place tickets.

B = train has buffet car with regular meal service.

S = train has sleep. accom. 1st & 2nd class, u = train has only 1st class sleep. accom.

Application for sleeping accommodation at \$5.00 per berth should, at the earliest possible moment, be made to the Traffic Manager at Tientsin, or to the Traffic-Inspectors at Tientsin, Tientsin, Hsuehchow or Pukow.

By Order.

THE TRAFFIC MANAGER.

Tientsin, September, 1916.

Large Stocks of Swedish Paper.

Write for prices and particulars.

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No. 6 Kiangse Road

SHARP FIGHTING IN WEST BRINGS GERMAN LOSSES

Official Reports Show Teuton Attacks All Fail; French Destroy Many Planes

(Reuters Agency War Service)
London, June 1.—Field Marshal Sir Douglas Haig reported yesterday evening:—There have only been mutual artillery bombardments at different points of the front.

Two German aeroplanes were driven down yesterday. One of ours is missing.

Sir Douglas Haig reported today: We gained ground slightly, westward of Cherisy. We carried out successful patrol encounters near Gouzeaucourt and raids north-eastward of Loos and near Ploegsteert Wood.

A Belgian official communiqué reports:—There has been particularly lively bomb-fighting near Steenstraete and Ferryman's House and a severe artillery duel near Dixmude.

Paris, June 1.—The official communiqué issued yesterday evening reported:—There have been fairly lively artillery actions in the regions of Vauxaillon, Laffaux and north-west of Rheims. In the region of Hill 103, which is south of Berry-au-Bac, the enemy exploded several mines and occupied the elements of the trenches wrecked by the explosions.

A vigorous counter-attack in the Champagne ejected the enemy from the points where they obtained a footing last night, north-east of Mont Haut and our line was completely restored.

Five German aeroplanes were brought down yesterday.

The communiqué this afternoon reported: During the night-time, the enemy fairly violently bombarded our first lines in the region north of Laffaux Mill, on California Plateau and in Chevreux Wood. We replied with vigor. An attempted attack on Casque cost the enemy fruitless losses.

Between May 17 and 31, we destroyed 32 enemy aeroplanes, while 57 others were seriously damaged and probably crashed down in their own lines. Lieutenant Guynemer has now brought down 43 enemy machines, including four in a single day, two of which fell with a minute's interval, probably a record.

Tiffin To Two Visiting U.S. Business Men Is Given by Local Society

American Association of China Entertains General Electric Co. Heads

A tiffin in honor of Mr. A. W. Burchard and Mr. N. A. Ouden, vice-president and export manager respectively of the General Electric Company, of New York, was given yesterday at the Carlton by the executive board of the American Association of China. Mr. Ouden is also one of the executive board of the American Asiatic Association of New York which has co-operated considerably with the American Association of China and so the members of the society here felt a special interest in his presence.

Both guests on being introduced to the gathering by Mr. J. J. Connell, president of the American Association of China, who was in the chair as master of ceremonies, made brief and appropriate speeches in response. The principal speaker of the day was Mr. Thomas Millard, who talked of the necessity for a unity of policy between the American business man and the American government in the commercial development of China.

"I take it that our guests of today are visiting China for business rather than for political reasons," Mr. Millard said in part, "yet business has its policy; and in China big business cannot ignore political factors."

Even before the world war had given a new meaning and a new tendency to both national and international commerce, we who reside in China had come to perceive that a very close relation exists between American commercial effort in China and the foreign policy of the American government; and that only by the consonance of these two elements can a really worth-while advance be made. Formerly we thought of this question principally or altogether, in terms of the Far East; but we now see that the principle is of world wide application—that American trade in China, and with China, may hinge on events in Europe, or anywhere in the world, which may by indirectness affect political and economic conditions here. By this process we reach the conclusion that American policy in China cannot be detached from American policy in other parts of the world, but must be co-ordinated with our nation's foreign policy as a whole. The same principle, it seems to me, also applies to American economic policy in China."

The guests present were American Consul-General Sammons of Shanghai, Mr. N. S. Meyers, American Consul at Swatow, Mr. Paul Whitham, U. S. Trade Commissioner, and Messrs. W. A. Burns, president of the Shanghai Chamber of Commerce, C. A. Beal, H. E. Page, V. Meyer, W. E. Ketcham and Captain Lunt.

Members of the executive board present, besides Mr. Connell, were Dr. W. T. Findley and Messrs. J. C. Fleming, F. R. Bates, H. H. Arnold, J. C. Shengle, L. Everett, C. L. Seltz, F. J. Raven and W. A. Reid.

Chinese Soldier Fully Equipped For The Field



This photograph of a Chinese infantryman was taken during recent maneuvers near Peking.

ALL RESTS ON BREAD, SAYS BRITISH MINISTER

Once Starvation Made Impossible, War Is Futile; Position Is Favorable

(Reuters Agency War Service)
London, May 31.—Speaking on the food question, in the City, today, Mr. R. E. Prothero, President of the Board of Agriculture, said that he did not think the harvest would furnish the bread requirements for the coming cereal year, but, if economy was practised, Germany could not starve them out, even if her submarines managed to prevent grain or cereals coming to the United Kingdom. He asserted deliberately that, calculating the harvest plus the amount of food-stuffs expected to be stored up by September, 1917, there would be enough food-stuffs to pull them through.

He dwelt on the necessity for carrying out the program for agriculture and said that, "once we decide the food question in our favor, then peace is nearer our doors. Once Germany's hope to starve us is defeated, what is the good of Germany prolonging the war?"

"We have got silver bullets; we have got leaden bullets. It is up to the farmer to give us bread bullets."

Kurds Meet Russians In Revanshar Region

Thousand Horsemen Engage Troops To The North-West Of Kermanshah

(Reuters Agency War Service)
London, June 1.—(By wireless).—A Russian official communiqué reports: Near Revanshar, north-westward of Kermanshah, a thousand Kurdish horsemen attacked us and a battle is in progress.

U-Boats Attack Eight French Ships During Week, Sinking Three

(Reuters Agency War Service)
Paris, May 31.—An official communiqué reports:—During the week ending the 27th, the number of merchantmen arriving at French ports was 1,046 and the number sailing 1,042. During the same period, two vessels over sixteen hundred tons were sunk and one under. Five were unsuccessfully attacked. No fishing-vessels were sunk.

ROBBERS ESCAPE

Two men speaking the Shanghai dialect walked into an exchange shop on the North Szechuen Road extension last night and, after engaging the proprietor in conversation, robbed him of \$14 Mex. and escaped.

AMERICAN SONG SERVICE

The American Song Service will be held at 6 o'clock this afternoon in the banquet hall of the Palace Hotel. Mr. Charles Boynton will be the speaker and Mrs. Bradley will sing.

'Blighty'

By Domino
"Blighty" has come and gone, and if we are to believe the box office receipts, and the enthusiasm of five packed houses, the show must be voted both an artistic and financial success. When the figures are published I fancy that the various War Funds will benefit to the extent of something in the neighborhood of five figures.

All sorts of nice things have been said about the music, which formed a big feature of the play, and they are well deserved. Silas may feel well pleased with the results of his efforts. In passing, it is only fair to mention that not only did the little musician compose all the music for Blighty, but he also attended every one of the rehearsals, and for hours on end played the piano for both songs and dances, thus saving lots of dollars for the good work.

Besides the players who actually appeared upon the stage, there is a regular army of workers who should be mentioned for the work they put in to make the show the success it was. Program ladies have a rather thankless task. They are out for dollars, and if they get them they are accompanied with the frostiest of smiles. If figures speak those ladies did splendid work, and added thousands of dollars to the funds. By the way there is one young lady who has been nicknamed 'The Little Hustler' for the work she has put in not only in selling programs but also in gathering advertisements. I absolutely decline to give her name away.

Scenery has a big part to play in Blighty. The first big round of applause that has greeted every performance has been elicited by the scenery. The management have to thank both Mr. Stewardson and Mr. Peyton Griffin for the fine way in which the show was mounted. Both of these gentlemen have put in hours of work and deserved all the complimentary remarks that have been made about the scenery.

Then there is the dancing. Ask people what is the thing that has struck them most and they will tell you the dancing. Well Mrs. Mayne has done it all. She has chosen a galaxy of beauty and trained them so well that night after night there have been loud demands for encores. The Military Review is also part of Mrs. Mayne's work.

The question of costumes is a big matter. Without someone to arrange, design, and look after this important branch of any production the best efforts in other directions would fall flat. The A. D. C. are to be congratulated on having so excellent a costumer as Mrs. Peterson. She has done wonderful work, and the way she has kept expenses down, and yet made the clothes effective, is little short of marvellous.

Mr. March, who looked after all the lighting effects, and Messrs. Armstrong and Deeks, who worked like niggers, also call for special notice.

Actors, and actresses, and dancers, and chorus, have all received well merited notice, and so there is no need to again mention them. Suffice to say that those who have been responsible for the show are extremely grateful for all the hard work that has been done, and they hope that the big cheque that will shortly find its way into the treasury of War Funds will compensate them for all they have so willingly done.

I leave Mr. George R. Wingrove's name to the last. Of course it should be first but "Pax" I am sure would be with me in giving credit first of all to the army that he has trained, and then resting upon the laurels gained in victory. Well done all and thank you.

The following letter was received at the conclusion of the final performance by Mr. Wingrove, the producer, from Mr. Bandman, who wrote after he had seen the play on the night before:

"My Dear Wingrove: 'Blighty' is, as you know, the first production that I have seen presented by the Shanghai A.D.C. I cannot let this pass without expressing to you the great pleasure that I had last night in watching the same. I had already heard that you were a great producer, but I must cordially admit that I did not expect to see such excellent results as were attained last night. No professional company, even of the same magnitude, could have done better. With kindest regards, I am, Sincerely yours, Maurice E. Bandman."

"A" Co. (British) Annual Rifle Meet

"A" Company (British) fired their Annual Blisley Rifle Meeting on May 26 and 27, the Sunday objectors going through the program on Saturday and the remainder of the company on Sunday, there being a total entry list of 48 competitors.

The weather conditions were fairly good except for the intense heat on the Sunday, which, unrelieved by any movement of the air, proved rather trying during the ten hours the men were on the range. The light up to 10 a.m. was not too good owing to the thick heat haze, which disappeared only to give place to a very strong mirage for the rest of the day.

The most pleasing feature of the results was the success of the "C" class men, who won two out of the three permanent trophies. Pte. P. D. Sullivan who, less than a year ago, was a raw recruit, obtained the reward of his attention to his shooting by carrying off the Mih-Loong Challenge Cup and Pte. T. R. Macdonald showed his improvement with the rifle by securing the "Swiss" Cup. The third trophy, the "Old Captain's" prize, was won by Col. Sgt. Snow of "B" class.

The Company had the honor of

Event 1.—The Mih-Loong Challenge Cup (41st year)

Winner of Trophy: Pte. P. D. Sullivan
Score 85
Accum. 113
H'cap. 113
I'cap. 113

"A" Class
Prize: Pte. J. E. Cameron 84 less 5.50% 79.80
" G. F. Forshaw 78 " 4.25% 74.58
" W. G. Smith 73 " 7.00% 68.11
Sgt. N. Mathieson 73 " 7.00% less 8 65.47

"B" Class
1st Prize: L-Sgt. E. W. Godfrey 80 net 80
2nd " Pte. A. E. R. de Jonge 80 less 7.00% 74.40
" R. H. Rowlett 76 " 4.25% 72.78
C-Sgt. G. H. A. Snow 77 " 4.25% less 8 67.73
Sgt. C. W. Marshall 78 " 4.25% " 8 66.68
Corpl. E. A. G. May 76 " 4.25% " 6 66.78

"C" Class
1st Prize: Pte. L. Garner 74 net 74
2nd " " J. O. L. Martin 73 " 73
3rd " " R. A. Russell 73 less 4.25% 69.90
" O. H. Blackburn 62 net 52

Event 2.—Old Captain's Prize (18th year)

Winner of Trophy: Col-Sgt. G. H. A. Snow 87
"A" Class
Prize: Sgt. N. Mathieson 83 less 7.00% 77.19
Pte. G. F. Forshaw 77 " 4.25% 73.73
" E. O. Wilson 78 " 7.00% 72.54
" J. E. Cameron 87 " 8.50% less 8 71.81

"B" Class
1st Prize: L-Sgt. E. W. Godfrey 87 less 4.25% 83.31
2nd " Corpl. E. A. G. May 85 " 4.25% 81.89
" Pte. R. H. Rowlett 80 " 4.25% 76.60
L-Sgt. E. W. Godfrey 80 net 80
Sgt. C. W. Marshall 79 " 4.25% " 8 67.64

"C" Class
1st Prize: Pte. D. Gow 74 net 74
2nd " Pte. E. L. Allen 72 " 72
3rd " Sgt. G. E. O. Mayne 72 " 72
Pte. E. T. Forestier 68 " 68
" M. Thomson 68 " 68
" W. C. G. Clifford 68 " 68

Event 3.—The "Swiss" Cup (5th year)

Winner of Trophy: Pte. T. R. Macdonald 84
"A" Class
Prize: Pte. W. G. Smith 83 less 7% 77.19
" E. O. Wilson 79 " 7% 72.73
Sgt. N. Mathieson 79 " 7% less 8 64.54
Pte. J. E. Cameron 73 " 8.50% " 8 58.90

"B" Class
1st Prize: Corpl. F. E. Hodges 84 less 4.25% 80.44
2nd " C-Sgt. G. H. A. Snow 82 " 4.25% 78.52
Sgt. W. Smith 76 net 76
L-Sgt. E. W. Godfrey 76 net less 8 68
Sgt. C. W. Marshall 79 " 4.25% " 8 67.64

"C" Class
1st Prize: Pte. D. Gow 74 net 74
2nd " Pte. E. L. Allen 72 " 72
3rd " Sgt. G. E. O. Mayne 72 " 72
Pte. E. T. Forestier 68 " 68
" M. Thomson 68 " 68
" W. C. G. Clifford 68 " 68

Event 4.—The Class Aggregates (scores at 800 yards not counted)

"A" Class
The prize: Sgt. N. Mathieson 232
Pte. J. E. Cameron 222
" E. O. Wilson 218
" C" Class
Pte. P. D. Sullivan 220
" T. R. Macdonald 199
" J. Zellenzky 192

The Grand Aggregates (Gold, Silver and Bronze crosses) are awarded on the combined aggregates of this Meeting and the Service Musketry meeting to be held in October.

Event 5.—The May Monthly Cup.

"A" Class
Pte. W. G. Smith 78 less 7.00% 72.54
" E. O. Wilson 78 " 7.00% 70.68
" G. F. Forshaw 73 " 4.25% 69.90
Pte. Smith wins cup outright, and spoon for highest score; future handicap 4.50%.

"B" Class
L-Sgt. E. W. Godfrey 73 net 73
Sgt. C. W. Marshall 76 less 4.25% 72.78
Pte. A. E. R. de Jonge 77 " 7.00% 71.61
L-Sgt. Godfrey wins first leg on Cup, future handicap 4.25%.

Pte. de Jonge wins spoon for highest score.

"C" Class
Pte. T. R. Macdonald 67 net 67
" P. D. Sullivan 65 less 4.25% 62.12
" L. Garner 64 net 64
Pte. Macdonald wins first leg on cup, future handicap 4.25%.

Pte. Sullivan wins spoon for highest score.

Event 7.—The Ladies Competition.

1st Prize: Mrs. Wm. Martin By Col-Sgt. G. H. A. Snow
2nd " Miss J. Thomson By Pte. J. E. Cameron
3rd " Miss H. H. Priestley By Sgt. C. W. Marshall
4th " Miss M. Sparks By Sgt. C. W. Marshall
5th " Miss Trueman By Pte. P. D. Sullivan
6th " Mrs. A. Pollard By Pte. P. D. Sullivan

Rumor Many Changes In British Ministry

(Reuters Agency War Service)
London, June 1.—Several changes in the Government are probable as the result of the promotion of Mr. G. N. Barnes to the War Ministry and the resignation of Lord Devonport. The newspapers state that Dr. Addison, the Minister of Munitions, may be transferred to the Ministry of Pensions, Mr. Winston Churchill probably succeeding him and that Mr. Edwin Montagu may be appointed Chairman of the Reconstruction Committee.

It is stated that Mr. Lloyd George has had conferences with Mr. Smolke, the President of the Miners

the presence of Major Trueman and Major Pilcher at tiffin, 44 men sitting down to a very pleasant little meal served on the range.

The permanent trophies were presented to the winners by Sir Everard Fraser, K. C. M. G., on June 3, on the occasion of the annual parade of the Company at the Consulate, in honor of the birthday of King George V.

The prizes awarded at this meeting are in the form of nominal souvenirs of uniform design, recording details of the prize won. One prize was awarded to "A" class in each competition, two to "B" class and three to "C" class, while the winners of trophies were debared from winning any other prize in the same competition, but will receive one of the souvenirs as a memento of their win.

By this economy the Meeting has been run at a profit of about \$150, which sum will be transferred to the credit of the Company's Hospital Fund and assist in the maintenance of the 15 beds "A" Company (British) supports at the Queen Mary's Convalescent Auxiliary Hospital for Crippled Soldiers, at Roehampton.

The scores:

Business and Official Notices



NOTICE

Americans are invited to meet at the American Consulate-General on Thursday, June 7th, at 5.15 p.m., for the purpose of arranging for suitable observance of the Fourth of July.

THOMAS SAMMONS,
American Consul-General.
Shanghai, June 1, 1917.

COMMERCIAL PACIFIC CABLE CO. NOTICE

Cablegrams without text, or with only single word text, will not be passed by censor.
J. D. GAINES,
Superintendent.

Singing & Voice Production

LESSONS by a Pupil of Raymond von Zur Muehlen and of Oscar Seagle (for many years pupil and assistant teacher of Jean de Reszke). Apply to Box No. 126, THE CHINA PRESS.

A Team of Wonderful Athletes

will exhibit their skill in
Dancing in the Fire, Walking on Hot Plates, Applying Boiling Oil on Human Skin without Scorching It and one hundred and one other feats to be staged at

CHANG SU HO'S GARDEN

Last night only
June 3 from 7.00 to 11 p.m.
Prices: \$2.00, \$1.00, 50 and 20 cents

The team comes direct from the Lian Hua San on the border of Chekiang. During the trip of the late Emperor Chien Lung, the members of the team were given a tablet of merit for their dexterity. Never before has any entertainment been staged in this city that is similar to this one. Get out and see it.

Fresh Butter.

"Daisy" Brand

The finest quality procurable. Always fresh, always pure, and always gives satisfaction.

"Meadow" Brand

An excellent Butter for table or cooking.

TASMANIAN "I.X.L." JAMS & FRUITS

Finest quality—made from only the finest selected fruit and pure cane sugar.

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FINEST CANADIAN CHEDDAR CHEESE

MUTTON'S CELEBRATED AUSTRALIAN "PINEAPPLE" BRAND BACON.

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Business and Official Notices are Continued on Page 17

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OF WINES AND SPIRITS

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Exceptionally Low Rates

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WHOLESALE IMPORTERS

NOTICE

The survey of salved cargo ex S.S. "POLTAVA" will be held by Lloyd's Agents, at the Shanghai and Hongkew Wharf Co's., Ltd., Old Ningpo Wharf, on Tuesday next, the 5th June, at 10 a.m. All parties interested are requested to attend.

Russian Volunteer Fleet.

Shanghai Mutual Telephone Company, Limited.

The Eighteenth Annual Ordinary General Meeting of the above Company will be held at the Telephone Building, 24a and 24b Kiangse Road, on Tuesday, the 12th of June, at 5 p.m., for purpose of receiving the Report of the Directors and Statement of Accounts for the period ended the 31st March, 1917.

The Transfer Books of the Company will be closed from the 5th to the 12th of June, both days inclusive.

By order of the Board of Directors,

GUSTAF L. OBERG,

Secretary and General Manager

Shanghai, June 2nd, 1917.

An Extraordinary Precious Stone IN A DUCK'S EGG.

A Cantonese merchant in Siam, named Dien Barn, had a duck which laid an egg on February 3, 1916. This egg weighed heavily in hand, so the owner decided to break it and to find out what this egg really was. He had broken it, and immediately beneath the shell he found a solid yellow precious stone; afterwards this stone changed colors. Now he has arrived Shanghai and brought it with him. As it is so extraordinary and wonderful, he is willing to exhibit before any great scientists or persons who take interest in curious things. Any man who can give details and proofs about this stone and prove satisfactory, the owner will recompense him highly for his valuable service, or any man who wish to buy it also can arrange with the owner in person. But any person who wants to call at the following address to see this stone, is requested to provide an introduction by a local noted firm.

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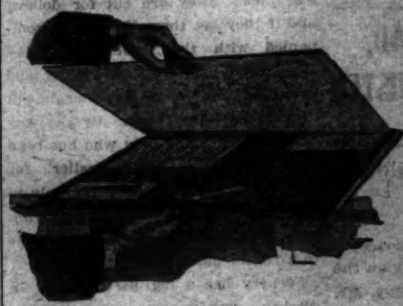
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Shop fronts (METAL & WOOD), slat-front showcases, window enclosures, bronzes, brass or nickel and silver plated fittings of every description, beveled glass shelves in all shapes, bank and office fittings and furniture, museum cases, and stands, etc.

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New Dispensing and Sales Room: 2772 Nanking Road, Tel. 2346

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Work: Tientsin Road, and Szechuan Road.

Good Shop Fronts and Fittings are Mute and Magnetic Money Makers

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Direct Chinese Business Solicited.

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Sailing about 10th June, Best

Offer wanted—Ship's option, measurement or weight. Apply immediately to Box No. 127, THE CHINA PRESS.

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STEAMER FOR SALE—Gross tonnage, 1,350 tons, cargo capacity, 1,710 cubic feet; 19 tons coal consumption; 10 knots speed; passenger accommodation.

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FROM PEI TAI HO Lane, German pointer dog, heavily built, liver colored, answers to name of "JERRY". Will finder please communicate with Box 135, THE CHINA PRESS.

MEDICAL

MADAME MIZKIEWITZ. Accouchouse of the Vienna Midwifery and Gynecological Medical School. May be consulted by ladies on all Gynecological and Midwifery matters. 13 Museum Road. Telephone 1470. Shanghai.

HOUSES WANTED

HOUSE WANTED. Furnished or unfurnished. Must be modern; tennis; French Concession. Excellent care taken, adults only; references. Old house will not answer; lease desired. Don't answer unless your house answers description. Will return property in as good condition as received. Apply to Box 136, THE CHINA PRESS.

GODOWN TO LET

TO LET, spacious godowns situated French Bund, at moderate rates. Apply to G. Lion, Banque Industrielle de Chine.

APARTMENTS WANTED

WANTED: Three rooms, with board, for three young bachelors (Britishers), with bathroom attached. Hongkew district not objected to: immediate occupation not contemplated. Apply to Box 139, THE CHINA PRESS.

HOUSES TO LET

UNFURNISHED HOUSE near French Park, four rooms and two attics, electrical fittings, curtain rods, porcelain tub, geyser, kitchen sink, gas stove if desired, from June 15th, Tls. 65.00. Apply to Box 133, THE CHINA PRESS.

EDUCATIONAL

GENTLEMAN, recently arrived, wants German lessons daily. Apply with full particulars, to Box 125, THE CHINA PRESS.

SITUATION VACANT

WANTED: For American Consular office in North China, Chinese interpreter and clerk. Must be able to speak Mandarin dialect and take shorthand notes. Salary Gold \$960 per annum; permanent position to satisfactory man. Apply to Box 108, THE CHINA PRESS.

APARTMENTS

TO LET, 23 North Szechuen Road, several large well-furnished rooms, facing south, with verandah, private bathrooms. Excellent board. (Allies).

ONE furnished room, with bathroom attached, to let in Range Road. Breakfast if desired. Apply to Box 114, THE CHINA PRESS.

VACANT at 6 and 7, Quinsan Gardens, one front room, well-furnished. One front attic and one small room. Terms moderate. Service good. Table excellent.

TO LET, two good cool well-furnished bedrooms, with excellent board, modern bath, and lavatory. Central location, lift and phone. Very reasonable terms. Apply to Box 103, THE CHINA PRESS.

APARTMENTS

WINDSOR HOUSE

14-16 Quinsan Gardens

Comfortable rooms (Front and back, with bathrooms and verandah) to let. Moderate prices. Good table.

Tel. 3482

Nos. 8 & 11 Quinsan Gardens

Phone 1946

One small bedroom vacant, with all comforts.

BOARD-RESIDENCE

Location: Central, quiet, and select.

Terms: Monthly and very moderate.

Cuisine and Service: Excellent.

Apply to Box No. 184, THE CHINA PRESS.

IN CENTRAL DISTRICT, for six or nine months. A flat of three rooms, with bath room and kitchen, all comfortably furnished. Electric light, geyser and telephone. Vacant from July. Apply to Box 137, care of THE CHINA PRESS.

TO LET, near Country Club, large well-furnished rooms, with board, for bachelors or married couples. Quiet location, cool house, lawn, stabling. Tel. West 756. Apply to Box 134, THE CHINA PRESS.

WESTERN DISTRICT. To let at 61 Carter Road, in exceptionally cool house, superior furnished large bed-sitting-rooms, facing south, large verandahs and bathrooms attached, single or en suite; also one smaller room, garden, tennis, telephone, tram station. Excellent cuisine. Terms moderate.

TO LET, English home, one nice furnished room with bathroom and verandah, facing south. Breakfast if desired. 57 Range Road.

IN most comfortable residence, nice home offered two paying guests. Thorough good table, tennis court. Apply to Box 132, THE CHINA PRESS.

TO LET, in private house close to Carter Road, one well-furnished bedroom, with bathroom, for immediate occupation, with or without board. Large house, and locality is very quiet and select. Apply to Box 117, THE CHINA PRESS.

TO LET: In Central district, cool and no mosquitoes, nice, large room, with board. Suitable for two bachelors or married couple. \$150. For one \$90. Apply to Box 104, THE CHINA PRESS.

Exchange and Mart

FURNITURE and fittings of a well-furnished house, comprising Hall & Holtz make, open to an offer. Four-roomed house in Yangtzepoo district, can be taken over at monthly rental of Tls. 30. Apply to Box 130, THE CHINA PRESS.

FOR SALE, Ford touring car, recently overhauled and repainted. Price moderate. Apply to Box 128, THE CHINA PRESS.

FOR SALE: Thorough-bred, pedigree, brindle color, Bull dog bitch, about 20 months old, by Newington Marvel, Champion of Australia, and Lady Molly. In first class condition. Apply No. 3 Minghong Road.

FOR SALE, Indian motor-cycle, 7 h.p., twin cylinder, kick-start, recently imported, very little used; in perfect running order; bargain. Apply to Box 118, THE CHINA PRESS.

SITUATIONS WANTED

WANTED: Young British gentleman, with fair amount of business experience, desires position in British or American firm. Apply to Box 122, THE CHINA PRESS.

WANTED, one of "Kitchen's First Hundred Thousand," ex-officer of the above, seeks position with Allied firm. Good knowledge of general office routine. References, etc. Apply to Box 121, THE CHINA PRESS.

WANTED, position by an energetic Chinese clerk, who has many years' commercial experience in a local import and export firm. Can speak and write English, possesses good knowledge of general office work, Customs, typewriting. Also has good connection with native dealers. Good reference. Apply to Box 123, THE CHINA PRESS.

POSITION WANTED. American accountant, Credit man and General office man, twenty-eight years of age and married, desires permanent position in North China after July first. Broad experience and excellent references. Please state full particulars, salary, etc. Address, P.O. Box 418, Manila, P. I.

YOUNG JAPANESE amah, speaking English, seeks position as house amah or lady's-maid. Apply to Box 124, THE CHINA PRESS.

POSITION wanted by a male Stenographer (Neutral)—has had two years office experience in a British firm. Moderate salary required. Apply to Box 119, THE CHINA PRESS.

EFFICIENT and Experienced Chinese Stenographer and Typist seeks permanent position in a Local or export firm. Salary to commence \$75. Apply to Box 120, THE CHINA PRESS.

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Born 1915—Still Existing

Fleets of Electric Torpedoes To Guard Our Ships Against Submarines

By H. Gernsback

Editor of the Electrical Experimenter

ALMOST every one of us thinks or speaks of the "deadly submarine," when, as a matter of fact, the submarine itself is not only not deadly, but a very weak contrivance at best. Point a three-inch gun at it and it will vanish instantly. Send a 20-foot motor boat chaser against its periscope and the "deadly" submarine at once becomes deader than the proverbial doornail.

It is the submarine's deathly weapon—the torpedo—that has so far out-generated the cleverest brains and has given the greatest statesmen untold sleepless nights. To fight the submarine itself is comparatively easy, given good guns and good gunners on board the attacked ship, providing of course that the enemy submarine commander is foolish enough to expose his craft too much above the waves.

Several methods have been adapted of late to combat the submarine, none of which have been great successes.

First we have the smoke-screen—perhaps one of the most effective schemes developed lately. By means of dense volumes of chemical smoke, blown around the ship by powerful exhaust pumps, the ship is enveloped almost completely in a fog-like screen and it becomes a very difficult target for a torpedo. The ship's bow, however, is nearly always exposed.

Another method is to protect the ship with strong torpedo netting, suspended by means of booms from the ship. The torpedo upon striking the net is thus rendered harmless, as it never reaches the ship, unless the netting is made of rope and the torpedo is equipped with cutting blades. In that case the torpedo will strike the ship and blow it up. But the one great drawback of the netting is that it is almost impossible to use it on a fast moving ship. It is too cumbersome, and, most important of all, it greatly retards the speed of the ship, due to the excessive friction of the netting against the water.

A third—and the poorest—means to combat the submarine is our widely advertised mounting-guns-on-a-ship scheme. No submarine commander in his right senses exposes more than one or two feet of his periscope when making a torpedo attack. And remember, no torpedo attack is ever made at a closer range than 800 yards. 2,000 and even 4,000 yards are very common nowadays. Imagine a gunner on even a slightly rolling ship trying to hit an object one foot high and less than six inches in diameter, at a distance of 3,000 yards! It simply can't be done.

Mounting guns on merchant vessels nevertheless is of distinct use, in so far as the guns will keep a submarine at a respectful distance and prevent the U-Boat commander from attacking the ship by means of his own gun-fire. But mounting guns on ships will never prevent a torpedo from finding its deadly mark. You can't shoot at a torpedo—the bullet is too small and the modern torpedo making 43 knots, i. e., 50 miles an hour, moves far too fast.

After much thought on the subject, I came to the conclusion that in the torpedo itself we have an effective weapon to combat the torpedo, strange as it may sound at first. You can combat a gun with another gun, and you can combat one rifle with another, as well as you can fight one aeroplane with another.

Why not combat the torpedo with another torpedo? It is all very possible and simple if you know how; as a matter of fact the idea struck me so favorably that I decided to apply for patents in all civilized countries.

Several navy experts have reported favorably on the idea, and while up to this

writing no ship has been equipped with the device, I am in hopes to see the idea put into practice very shortly.

The underlying idea of the whole scheme is that an appreciable length of time elapses between the release of the torpedo from the submarine and the striking of the attacked ship. Taking the closest range at which a torpedo can be fired as 800 yards, and it cannot be fired much closer successfully—this gives a time of 55-100th or over half a minute to cover that distance, short as it is. Taking the average range of 2,000 yards, it will take the torpedo 1½ minutes before it will strike.

But a torpedo, whether it runs on the surface of the water or submerged four feet below it, always leaves a very noticeable "wake" in its course.

The compressed air gives rise to the most snow-white wake which is very noticeable from a distance. Thus a man stationed on a ship readily sees the wake as it comes nearer and nearer and he can gauge pretty accurately just where the torpedo hit.

My proposed means of rendering enemy torpedoes ineffective is as follows: One of the accompanying diagrams shows the plan view of an average steamer 600 feet long. One each side, we observe five (or more) independent, electrically propelled torpedoes.

Another diagram on this page shows the construction of the torpedo itself. Briefly, it is built along the shape of the regulation torpedo and measures from 15 to 20 feet in length and from 3 to 5 feet in diameter. It has a 12-horse-power electric motor geared to the propellers, and there is also a little ½-horse-power motor geared to the rudder with which to steer the torpedo. Most of the space between the war head and the motors is taken up with the usual charge of gun-cotton. This torpedo, unlike its other brethren, has a heavily weighted keel, to prevent it from

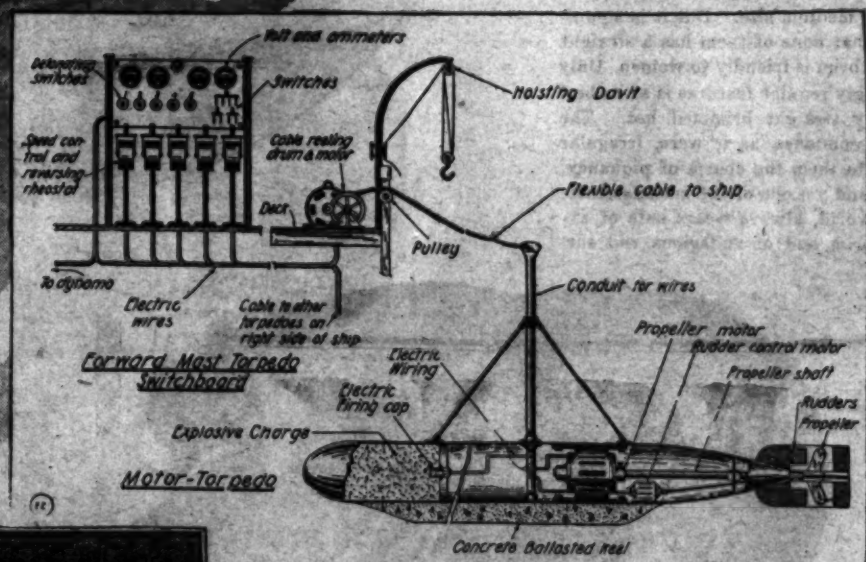
rolling over, for reasons which will be apparent later.

On the back of the torpedo is mounted a steel mast-like structure through which the control cable passes. This cable then runs to the deck of the ship over pulley arrangements as shown in the diagram. There is also a drum to take up the slack of the cable, or to play out more cable should the occasion arise. The cable then runs up on the mast into a special turret located as high up as is feasible. Here we find one or more operators sitting in front of the electric control board. All the cables from the starboard side torpedoes run into the forward mast-turret, while all the cables from the port side torpedoes run into the rear mast-turret. Thus each set of operators watches out for the safety of his particular side of the ship.

All of the torpedoes are painted in such a color that the operator can watch them readily and guide their individual course. Sitting at the control-board the operator sees to it that the speed of each torpedo keeps up exactly with the speed of the ship, for there should never be a drag on the cables. This is readily accomplished by means of rheostats, one for each torpedo.

By cutting in more or less resistance the 12 horse power motor can be made to run faster or slower and the torpedoes are thus easily controlled as to speed. By means of a double-pole, double-throw switch the little one-half horse power motor is revolved in

You See in This Diagrammatic Photograph Exactly How a Submarine's Deadly Torpedo Would Be Outgenerated by a Merchant Vessel's Fleet of Electric Torpedoes. In the Foreground Are Three of the Ten or More Electric Torpedoes Which Surround the Ship Wherever It Goes. They Travel Under Their Own Power and Their Movements Are Controlled from the Ship by Means of Flexible Electric Cables. Behind Them Is Seen the Explosion Caused by the Manoeuvring of One of the Torpedo Fleet So That It Has Come in Contact with the Oncoming Torpedo from the Submarine.



Details of the Construction and Operation of the New Electric Torpedoes as Shown in the Inventor's Plans on Which He has Decided to Apply for Patents in All Civilized Countries.

either direction, thus effectively steering the little craft, so that it will always keep at a distance of some fifty feet from the mother ship. On the control board, furthermore, there is a switch connected to a storage battery from which wires are run through the cable into the torpedo and thence into the detonator placed in the gun-cotton charge.

Suppose the ship has left New York with all of the motor torpedoes hoisted out of the water and lashed securely to the decks. The moment the need arises the torpedoes are lowered quickly into the water and the control operator starts the machinery of each torpedo, and in less than two minutes all of them should be running smoothly, fifty feet off the mother ship.

Suddenly the outlook scanning the waters with his binoculars sights the periscope of an enemy's submarine, and in less than a minute later our operator observes the rapidly lengthening wake of a death-carrying enemy torpedo. High up as he is located, he calculates that in less than two minutes the enemy torpedo will strike somewhere between his motor torpedoes Nos. 1 and 2.

By cutting in resistance into rheostat No. 1, he immediately slows up motor torpedo No. 1, thereby intercepting the path of the enemy torpedo. Or if for certain reasons he wishes to use his motor torpedo No. 2, he leaves No. 1 in its original course, but by cutting out more resistance from rheostat No. 2, he speeds up the latter with the result that it advances faster than the ship and in this case as well, it will intercept the course of the enemy torpedo.

Suppose he decides to use motor torpedo No. 1. He has nearly two minutes to jockey it for position and he will find little trouble to intercept the course of the hostile engine of death. His eyes glued to the enemy torpedo (or to its wake) his hand on detonator switch No. 1 he calmly waits. When the hostile torpedo is but ten feet distant from motor torpedo No. 1, he throws the switch.

There is a terrific explosion and a huge column of water is thrown up several hundred feet into the air. Motor torpedo No. 1 has vanished, so has the enemy torpedo. The ship for the time being is safe. Instantly the crew has lowered away a new motor torpedo to take the place of the one just destroyed

and long before it touches the water it has been electrically connected to the control board.

By this time, too, enough time has elapsed for the ship to alter its course and run in a zig-zag line, making it very difficult for a submarine commander to hit the fleeing vessel with the next torpedo. But in case of necessity the other motor torpedoes are still "in the ring" to successfully grapple with the enemy.

There are a number of firing positions and schemes and while as a rule only one motor torpedo would be used to destroy the enemy torpedo, the dotted lines show how two motor torpedoes could be brought close together to intercept the deadly missile. In that case, torpedoes Nos. 1 and 2 would be fired simultaneously and leave little chance for the enemy torpedo to escape.

It is, however, not always absolutely necessary to actually destroy the hostile torpedo. Suppose the submarine fires from a close range, and that the selected motor torpedo cannot be speeded up fast enough—even by overloading its motor 100 per cent by raising its voltage—to come closer to the enemy torpedo than, say thirty feet. Even in such an extreme case—though quite possible in rough weather—the control operator fires his torpedo anyway. The result is such a terrific explosion as well as instant disturbance in the water that the enemy torpedo will be ineffective.

The main point in favor of this plan is that each torpedo can be built at a cost of less than \$1,000. For ten units this makes a cost of less than \$10,000 for a ship of 600 feet. This is pretty cheap insurance, considering that the cargo alone on such a ship nearly always is worth from three-quarters to one million dollars and often considerably more. The ship itself costs as much again.

The speed of the ship is not reduced by the motor torpedoes either, as they run independently, nor is the power to operate them very great. For 10 torpedoes we require 100 to 150 horse-power—a trifling amount for a 600-foot steamer, developing 20,000 to 30,000 horse-power.

As the torpedoes are fired by electricity there is little danger from an accidental explosion, even if they should bump against the side of the ship occasionally; for instance, during launching or in a squall. The distance of fifty feet of the motor torpedoes from the mother ship is necessary, for if they are exploded at a closer range than thirty feet they will damage the ship.

That the submarine commander sees the brightly-colored torpedoes does not matter in the least. For he will soon learn that firing torpedoes at a ship thus protected is a waste of time and material. And then until something better is found, submarine warfare, to a large extent, will sink into a stalemate. And this is what we all desire.

New Spring Hats

By Lady Duff-Gordon

At Left—
A Generally
Becoming Hat,
with a
Whimsical
Arrangement
of Curling
Plumes.

At Right—
A Hat
Suitable to
Complete
a Costume of
Severe
Lines and Colors.

By Lady Duff-Gordon ("Lucile")

THE tilt is the most noticeable feature of Spring hats. The hat set squarely and sedately upon the head looks like a relic of last year's loves or follies or a broken New Year's resolution. A hat, to be up to the moment, must be coquettishly—even tipsily—inclined.

In size, hats show extreme variety. The hats shown on this page denote the fact that they may be large or small or of medium size. But it is significant of the season that none of them has a straight brim. The irregular brim is friendly to women. Only the face of exceedingly regular features is at its best in an undeviatingly straight brimmed hat. The irregular hat brim condones, as it were, irregular features. It lends to them the charm of piquancy. Polaire, the ugliest and yet one of the most fascinating women in the world, always wears hats of extremely irregular brim and of audacious and sur-



LADY DUFF-GORDON, the famous "Lucile" of London, and foremost creator of fashions in the world, writes each week the fashion article for this newspaper, presenting all that is newest and best in styles for well-dressed women. Lady Duff-Gordon's Paris establishment brings her into close touch with that centre of fashion. Lady Duff-Gordon's American establishments are at Nos. 37 and 39 West Fifty-seventh street, New York, and No. 1400 Lake Shore Drive, Chicago.

The Round Sailor
with a Ribbon
Band Is Being
Revived, and
May Enjoy Favor
This Summer.



A Very Popular Shape
Trimmed with a Ribbon
Design in Mingled
Colors.

prising curves and angles. The unusual nature of her hats distracts attention from the unusual irregularity of her features. The whole is fascinating.

Feathers are again in favor. The large hat with broad and curving brim is trimmed with two curling plumes whimsically arranged. Note that the tip of one curls backward, the other front. They are fastened at the back and curve toward the front instead of the opposite treatment.

A small hat, like the first of Milan straw, is adorned with applied lace and with a tuft of bird of paradise feathers at the side.

The wide-brimmed hat, curving boldly up at one side and with a corresponding sweep downward on the other, enjoys favor. It is the oblong shape, larger from front to back than from side to side—that is, a successful rival of the long established round sailor. The examples on this page are trimmed simply with one of the stiff, conventional ornaments made of ribbon that have captured roaming fancy.

The sailor, trimmed simply with a broad ribbon, enjoys a revival. It is, of course, appropriate only for simplest wear, as with morning or street gowns, but may regain its sovereignty for mid-summer use.

Black is the favorite color for first Spring hats. Its general utility, the power to harmonize with all gowns of any other color, is its recommendation. Also, the black hat of not too heavy texture comes near to filling woman's need, an universally becoming hat.



A Chic Hat for
Afternoon Wear, That
Defies the Prejudice
Against Bird of
Paradise Decoration.

NEW CABINET IN SPAIN FACES AN ACUTE SITUATION

Ministry Appointed Confronts Difficult Question of Neutrality Which Led to Resignation of Its Predecessor

Madrid, Spain, April 30.—The Romanones Government, in view of its own feeling on the necessity of the development of Spanish policy in regard to the war and the evident indisposition towards that change on the part of certain political factors and a large proportion of the population, has resigned. At the same time, a development that was first discussed about a fortnight ago and laid aside as unsatisfactory, namely, the formation of a substitute Liberal Ministry under Senor Garcia Prieto, President of the Senate, has been taken up and Senor Prieto prevailed upon to undertake the task of forming a Cabinet, which he has been able to do.

Meanwhile Count de Romanones has assured the King and Senor Prieto that he will give what support he can to the new Government. Senor Prieto, who has been the foremost leader of the Democratic wing of the party for some time, has a reputation for tact, and in that respect may serve well in the existing crisis, but politically there have for a long time past been essential differences between him and the count. The general feeling is that the government in the nature of things can be nothing but a temporary arrangement and that it lacks the elements of stability.

Probably a Conservative Ministry would have been formed, but for the consideration that some of the most prominent Conservative leaders are known to support the view of Count de Romanones in regard to the war. All but four of Count de Romanones' colleagues go out of office with him.

One of those retained is Senor Alba, Minister of Finance, whose defection at this juncture would have been a national disaster of the first magnitude.

Another is Senor Julio Burell, who moves from the office of Public Instruction, where he has been violently criticised of late, to the Interior.

The third is Admiral Miranda, who, having served as Minister of Marine, under the last two governments, Conservative and Liberal, comes to be regarded almost as a permanent official.

At the Ministry of Foreign Affairs, Senor Juan Alvarado, who was Minister of Justice in the Romanones Government, takes the place of Senor Gimeno.

The Government loses a strong Minister of War, anxious for great reforms in the Army, is General Luque, whose place is taken by General Aguilera, and another serious loss is that of Senor Rafael Gasset, who had embarked on a

splendid scheme of national improvement as Minister of Public Works, which portfolio is now taken by the Duke de Almodovar del Valle.

Senor Jose Franco Rodriguez takes the portfolio of Public Instruction, and Senor Ruiz Valarino that of Justice.

The feeling is inevitable that this somewhat thin Ministry may have difficulty in sustaining itself in the present very exacting circumstances. The chief trouble is with the less well-informed among the Spanish classes, who openly declare that they will suffer anything rather than that Spain should be engaged in the European war. The better and more educated classes, for the most part, realise that German aggressions being what they are the status of the country may be most gravely imperilled unless some strong attitude is taken.

In the circumstances, although Count de Romanones gives his support to the new Government, there can be little doubt that he will reserve to himself freedom of thought and action in regard to what may be described as his war policy. He has never yet in office declared himself for intervention, though at the beginning of the war he openly advocated Spain's entering on the side of the Allies. For such reasons and others, it is believed that he will be back in power before very long, possibly at the head of a coalition Government. He is regarded today as the one strong man of Spain.

Statement to King
Madrid, Spain, April 30.—In a statement to the press on Thursday evening, Count de Romanones stated that at the Morning Cabinet Council, the Prime Minister reported to the King on the important developments of the week and on the Council's debates of the preceding day. Count de Romanones also issued to the press the text of the statement presented to His Majesty.

This statement said that being convinced that the defense of the rights and interests of Spaniards could not become effective while the policy regarding war was kept within the present restrictions, he felt constrained to take the irrevocable step.

The statement further expressed Count de Romanones' conviction that the proper international policy of Spain was that inaugurated by the Government of 1903, of which he was a member, a policy confirmed and emphasized by the treaties of 1904 and 1915. The war should not and could not alter that policy. The statement further expressed Count de Romanones' conviction that now, despite the Government's efforts, the life of Spain ran the risk of being interrupted. He had acquired the unalterable conviction that the problem which peace would place before the future of all nations made it incumbent on Spain not to stray from the path on which she set forth in the 1910 policy, which in no manner involved intervention.

Further, Count de Romanones spoke of Spain's desire to preside over a moral confederation of "all

the nations of Spanish blood" and this aspiration, his statement informed the King, will utterly fail to be realised if at an hour so decisive for the future as this Spain and her children are to be spiritually disintegrated.

The statement then recognises that expressions of public opinion including some from the party, of which Count de Romanones has been leader, show a large section of Spanish opinion does not share his convictions. From the democratic standpoint, he recognised the impossibility of carrying on the Administration against public opinion with which in this case he did not agree. The resignation was of an irrevocable character.

PORTRAITS OF WOMEN

Bradford, Gamaliel. Portraits of Women. Illustrated. Pp. 302. Boston and New York: Houghton Mifflin Company. \$2.50 and Postage, 18 cents.

The author would have preferred for this book the title "Psychographs," but considers it too startling and so compromised on a conventional name. He presents nine women, none modern, convinced that "their value must be more in suggestion and stimulation than in any reliable or final presentation of character." Mr. Bradford's "Union Portraits" and "Confederate Portraits" have prepared him for these historical likenesses of famous women of wit and letters. The sketches are brief, concise and entertaining. Lady Mary Wortley Montagu he characterises as "not a winning figure, but a solid one, who, with many pettices, makes life seem respectable, if not bewitching." Lady Holland was "an extraordinarily interesting character," who claimed that she had "done as much good and as little harm as she could during her existence." Of Jane Austen, the writer says that "no one illustrates better than she the odd paradox that it is possible to love mankind as a whole while finding most individual specimens unattractive and contemptible." Madame Pepys is reflected in her husband's writing as "possessing a woman's weakness and also a woman's charm." Madame de Sevigne was "one of the sanest women that has left the record of their souls for the careful study of posterity."

Madame de Chateaul was "a simple, loyal, heroic figure, memorable for highest charm, backed by strongest character." Miss de Querin "might have been happier as wife and mother, but would not have left an elaborate analysis of an exquisite soul."

SECOND YEAR OF WAR

Palmer, Frederick. My Second Year of the War. Pp. 404. New York: Dodd, Mead & Co. 1917. \$1.50 net. (gold). Postage, 12 cents.

"I knew that I had felt the epic touch of great events." With this sentence Mr. Palmer closes his second volume about the great war. Every reader of it will concede the truth of his statement. As the only accredited American correspondent, he has freedom of the field in the battles of the Somme; he saw the great events which marked those battlefields; he did feel their epic emphasis. He lived the life the Allied armies live; he beheld the death their written thousands die; he has written out the varying aspects of their 1916 campaign with the vivid color and the heroic movement his trained eye could see and his keen sympathy appreciate. His descriptions are so terse, in language so fit, that you accept them as literally true. From them you get a quickened sense of what war has meant upon those French fields of what it has done to those French villages, of the spirit which has dominated those Allied soldiers pushing their long offensive against the invading host. An occasional single sentence may paint a broad picture—as this: "Sometimes a squadron of cavalry, British or Indian, survivors of the ardent past, intruded in a mechanical world of motor-trucks and tractors drawing guns." His story of "A Great Night Attack," that of July 13-14 (largely a matter of Trench Wood), says "the thing was majestic, diabolical, beautiful, absurd—anything you wished to call it. Look away from the near-by guns where the faces of the gunners were illumined and you could not conceive of the scene as being of human origin," and his details of it confirm this elastic generalisation.

ART OF SEEING PICTURES

Thurston, Carl H. P. The Art of Looking at Pictures. An introduction to the Old Masters. Pp. 291. New York: Dodd, Mead & Co. 1915. \$1.50 net. (gold). Postage 12 cents. The subtitle of this neat volume correctly describes it. It is indeed an introduction to the old masters; it

seeks to make the unlearned in art know what pictures are great, and why they are so, and what characteristics in their painters contributed to their greatness. The lover of paintings will enjoy its text and its illustrations; the student of art will study it. Its directions for looking are meant to be applied, and cover only those things which any one can see in any canvas considered.



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Health, Beauty and the Household

How to Get Your Money's Worth in Food

By Rene Bache.

HOW shall the housewife know what to buy in the way of food for her family? How shall she know what kinds of foods supply the most nourishment for the price? Here is a problem that in these days may well be puzzling to the woman who has a household to look after—the everyday woman of moderate means, or perhaps less, who is obliged to do her marketing thriftily.

The Government Office of Home Economics, with a view to lending help in this matter, is getting out a special bulletin full of useful information.

To begin with, some foods furnish fuel for running the body machine, while others supply material for making muscle and blood. Fats (including butter and salad oil), sugar and starch are fuel foods. On the other hand, meats, fish and eggs, are body builders.

Meats, fish and eggs are expensive. But beans and peas (the legumes generally) are relatively cheap and not less rich in body-building stuff. Baked beans or thick soups of

beans and peas are, therefore, excellent meat substitutes. If these vegetables are freely served, the expenditure for eggs, fish and meats may be reduced largely without cutting off anything that is necessary to the family diet.

Bread contains both fuel (in the form of starch) and material for tissue building. If it be



Adequate Food for a Family of Five for One Day—Bread, 1½ Pounds; Rolled Oats, ¼ Pound; Rice, ¼ Pound; Flour, 1 Pound; Milk, 2 Quarts; Beef, 1 Pound; Eggs, 2.

made of the whole grain, it would alone suffice to support the body. The same is true of rice, rye, barley and oats. But for health other things are needed, particularly fats and fresh vegetables.

Potatoes are an excellent fuel food. They furnish much starch in a digestible form, but not much body-building stuff. The same may be said of cornmeal, which is almost entirely lacking in the latter element. Corn is, for this reason, the least valuable of the cereal grains in the diet.

It is entirely safe to rely upon cereals (including bread) to supply the bulk of the family diet. They afford a very wholesome and economical basis on which to construct the bill of fare. Griddle cakes, waffles and cornbread are appetizing, as well as nourishing. So, likewise, are the prepared "breakfast foods," which are rendered even more sustaining by the addition of milk and sugar.

Care should be taken, however, to make the cereal foods as palatable as possible. This means good bread, well-prepared oatmeal or hominy, and inexpensive but well-made and thoughtfully-seasoned cakes and puddings. In most households hominy is not cooked nearly long enough to be really good.

Few people in this country, outside of the Southern States, know how to boil rice. The average Northern woman regards as a mystery the process whereby any dainty "mammy" of the old school can turn out a dish of rice in which each swollen and pulpy grain stands out by itself, distinct from the mass.

The explanation is almost amusingly simple. To accomplish the result, all that is needed is plenty of water. It doesn't matter how much water, so long as there is plenty. A good, big saucepan full of water and a cupful of rice, with sufficient boiling, will produce as perfect a dish of the cereal as anybody, in the South or elsewhere, ever saw.

Rice, hominy and macaroni can often be made more appetizing and nutritious by combining them with small quantities of less cheap materials that lend distinctive flavors—such materials, for example, as meat and cheese, onion, tomato and other seasoning vegetables. In this way may be produced such combinations as rice and meat, meat pie, or meat with dumplings, macaroni and cheese, tomatoes cooked with bread crumbs or rice, and cereal and fruit puddings, or cereal and milk puddings.

Certain mineral substances (lime, phosphorus, iron, etc.), are needed by the body for building bone and tissue. Some of these substances are supplied by vegetables and fruits. Milk is

especially required by children as a source of lime for their growing bones. A child should have plenty of milk—at least a quart of whole milk per day, for drinking or combined with other foods.

Skim milk should never be substituted for whole milk in a child's diet. On the other hand, it is just as good for grown persons, as a source of body-building stuff and mineral substances. And it is further suggested that a child does not need milk at the same meal with eggs or meat.

Fats, such as butter, oil or cream, are an important and even necessary contribution to the diet. Not only are they useful as body fuel, but they improve the flavor of foods and render them more appetizing. Dishes cooked without fat and meals served without butter seem to most people dry and unpalatable.

Other foods very rich in fat are bacon, salt pork, lard and suet. No housewife needs to be told how valuable these things are for kitchen purposes.

Another valuable fuel food is sugar. It may take the form, as used on the table, of molasses, syrup or other sweets. But unless it contributes in some shape to the diet, the latter lacks flavor and is unsatisfactory.

Certain newly-discovered substances, called "vitamines," are now recognized as playing an important part in keeping people well and in promoting the growth of children. Without milk in the diet, some of these substances would be lacking—particularly those needed by children. Deprived of fresh fruits and vegetables, grown folks might suffer for want of them.

This new discovery accentuates the necessity of a "well-balanced" diet, which should afford to each individual everything required for the making of the various body tissues, for running the body machine and for keeping the body in health.

A point not to be forgotten is that fresh fruits and vegetables furnish certain acids which are necessary to health. A person deprived of them will soon develop "scurvy" or other troubles exhibited outwardly by eruptions of the skin, but which may seriously affect the constitution.

The secret of making inexpensive meals attractive lies largely in the skillful use of seasonings. Vinegar, lemon juice, spices, seasoning herbs and flavoring extracts contribute nothing to the food value of dishes, but they may be very useful to render them appetizing.

The housewife is advised to buy non-perishable food materials in quantities, if better prices can thereby be secured and there is a good storage place in the home. Neighbors, by clubbing

together can often get lower rates. She should try to make the dishes served of such size that there will be enough to satisfy the appetite of the family, without unnecessary table and plate waste. To feel that there is any virtue in providing more than is needed is a vulgarity as well as poor economy.

The housewife should not be above noticing whether anything usable is thrown away with the garbage—this being an index that surely shows how thriftily food is used in the household.

Meat costs money these days. But dried beans and peas, dried fish, canned fish, canned meat and some kinds of cheese keep for a long time, and can be used in place of fresh meat. Fruits and vegetables put up when they are plentiful and cheap will supply the larger most economically in the winter time. The farmer's wife can look even further ahead, and can plan to raise beans and other food supplies which later on will be hard to get at reasonable prices.

The Doctor Says

By Brice Belden, M.D.

The Well-Known Physician and Writer.

IS there any local application that will reduce chronically enlarged tonsils?—G. K.

A formula which sometimes gives results consists of the following:
Iodine 8 grains
Iodide of Potash 15 grains
Glycerin 1 ounce

Apply this once a day with a long camel's hair brush, taking care to limit the application to the tonsil itself. You have to be rather skillful and must possess a tolerant throat.

WHAT is meant by "pocket-handkerchief deafness"?—T. S.

This is a very common form of progressive deafness, due to improper use of the handkerchief. The victim finds that by closing the nostrils with his handkerchief, and then suddenly blowing the nose strongly, that stuffiness or ringing in the ears is relieved more or less. At the same time that the nose is blown the mouth is kept closed. The effect of this is to force compressed air through the tubes that connect the throat with the chamber behind the drum. This leads, when often repeated, to a relaxation of the drum, so that it loses its efficiency as a hearing diaphragm. This manner of blowing the nose during a cold, or at any time, for that matter, is also pretty certain to force infectious material into the middle ear. Many abscesses of the ear, and many cases of mastoiditis, come about in this way. To blow the nose properly hold the handkerchief close to the nostrils, but not compressing them, and keep the mouth open. The nose should never be blown in any other way.

ARE the tonsils ever removed to cure trouble in other parts of the body?—E. L.

The tonsils are sometimes the avenue of entrance for disease germs, causing rheumatic troubles, St. Vitus' dance, valvular heart disease, enlargement of the glands of the neck, or a peculiar form of Bright's disease. In such circumstances the tonsils are frequently removed, although this measure must be supplemented by general hygienic treatment. The removal must be complete, because if an incomplete operation is performed the mouths of the little tubular pockets which run through the tonsil are apt to become sealed, in which case aggravation of the symptoms of infection may happen, because of the mechanical interference with drainage of morbid products, thus giving rise to further systemic absorption and infection.

I SUFFER greatly from chilblains. What would you advise?—H. P.

Paint with tincture of iodine if the skin is unbroken, or apply some of the following:

Belladonna Liniment 4 ounces

If the skin is broken apply compresses of boracic acid for a day or two (dissolve one ounce of boracic acid in a pint of hot water) and then apply some:

Calamine Ointment (Nat'l. Formula) 1 ounce

Open air exercise is necessary. Wear woolen garments next to the skin. Avoid tight gloves and shoes. Correct constipation by using compound licorice powder (one teaspoonful dissolved in milk at bedtime). If anemia is present take a couple of one-grain Bland pills after meals. Calcium lactate is thought by some to be a specific in this condition. Have your druggist make twenty powders, each containing ten grains of calcium lactate, and take one powder after each meal. Dissolve each powder in half a table-spoon of water.

GOOD TO EAT---

Fish Kedgeree.

MELT two tablespoonfuls of butter in a saucepan, add one cupful of cooked rice, two cupfuls of cooked flaked white fish, two hard-cooked eggs, one tablespoonful of chopped parsley, seasoning of salt, pepper, red pepper and paprika, stir over the fire until thoroughly hot, serve on squares of buttered toast on a hot platter.

Spaghetti Bouillon.

WASH and boil two or three pounds of lean beef, and after it is partly cooked, put in two stalks of celery well cut up, two medium sized onions and two carrots. Add a small piece of cabbage, a sprig of parsley and season to taste. When it is all thoroughly done, take out the meat and strain out the vegetables. Add a box of spaghetti, broken into convenient lengths, and simmer until done.

Baked Asparagus Omelet.

BUTTER a baking dish and put in it a layer of cooked asparagus tips. Beat the yolks of four eggs until light, season with salt and pepper, add four tablespoonfuls of hot water, fold in the stiffly beaten whites, pour the mixture over the asparagus and bake in a quick oven until the eggs are set. Serve immediately from the dish in which it is cooked. Canned asparagus tips may be used.

Raspberry Charlotte.

CLEAN the raspberries and line a serving dish with little sponge cakes or ladyfingers split in two. Crush the raspberries lightly and cover them with sugar. Let them stand an hour in the icebox, then pour them on the sponge cakes and cover with whipped cream, to which a tiny dash of vanilla has been added.

Bride's Cake.

CREAM one-half cup of butter, adding gradually one and one-half cups of sugar and the grated rind of one lemon. Add one-half cup of milk and sift in gradually about two and one-half cups of flour, to which one level teaspoonful of baking powder has already been added. Lastly put in the beaten whites of four eggs. Bake in a tube pan about forty minutes. After it has been taken from the oven for awhile cover with a boiled frosting into which half-melted marshmallows are beaten.

My Secrets of Beauty

By Mme. Lina Cavaleri

The Most Famous Living Beauty.



Mme. Cavaleri.

MY hair is beginning to turn gray very rapidly, although I am not yet thirty years of age. Can this be stopped?—MRS. R. E.

Try the following formula, which has often given good results in checking the tendency to turn gray too soon:
Lavender water, 4 oz.
Borax, ¼ dram.

Sulphur, ¼ dram.
Terebene, ¼ dram.

I AM afflicted with that most unsightly blemish—a plentiful supply of freckles. Can they be removed successfully?—NINA M.

Every night before retiring apply the following mixture:
Rosewater, 1 oz.
Lactic acid, 1 oz.
Glycerine, 1 oz.
But if you have a good color and take plenty of out of door exercises you should not mind freckles. They are merely little sacks of pigment color, unevenly distributed underneath the skin cells, and are in no sense a disfigurement. Tone them down, if you like, but do not worry your head over something that seldom detracts from your appearance as much as you think it does.

WILL you recommend a good cold cream that I can rub into my face every night? I take long automobile rides and the dust and grime are extremely difficult to remove.—MARY R.

Cocoonut oil, 30 grams.
Essence of violet, 8 drops.
Oil of sweet almonds, 40 grams.
Cocoonut butter, 8 grams.
Spermaceti, 8 grams.
White wax, 4 grams.

If you will thoroughly massage this cream into your face before starting on one of your trips you will find it vastly more beneficial than using it after the damage is done. After putting it on, dust rice powder over your face rather thickly.

I HAVE a chronic skin eruption that is very annoying. Will you advise something that will cure it?—ELISE V.

Have your druggist make up for you the following powder:
Talcum powder, ½ oz.
Oxide of zinc, 2 drams.
Pulverized camphor, 20 grains.
Add to these ingredients enough fine starch to make a smooth, firm powder. Mix thoroughly and dust freely over the skin.

YOU MIGHT TRY--

A Toothbrush on Your Coat.

A SOILED coat collar may be quickly cleaned by dipping an old toothbrush into some naphtha, or any cleaning fluid you may prefer, and rubbing briskly.

Ruffles on Your Broom.

WHEN making broom covers for use in spring cleaning, set a double ruffle of the cotton flannel, fuzzy side out, between the sides. This will not only protect the covers, so they will wear longer, but will aid in reaching out-of-the-way places that are hard to clean.

A Thimble for a Mouse Trap.

PUT some moist cornmeal in an ordinary thimble. Then put a china bowl, upside down, the edge resting on the large end of the thimble. The mouse will go under the bowl and begin to nibble at the meal, pushing the thimble outward to secure the last bit of meal adhering to the sides. This will cause the bowl to slip down over the mouse, which is now a prisoner and can be given to kitty in the morning.

Moth Balls for Sparrows.

IF THE sparrows build in the eaves of your house or underneath the window cornices, try making a few cheese-cloth bags and filling them with mothballs. When hung near the places where the sparrows are nesting, they will avoid the vicinity as if it were the plague.

Kerosene for Waterbugs.

IF waterbugs appear in your kitchen sink, pour a little kerosene into the sink every night.

Dew on Your Hair.

GOING out of doors without a hat in damp, rainy weather or when the dew falls is extremely beneficial for the hair.

Vinegar on the Window Panes.

A LITTLE vinegar applied with a cloth will be found effective in removing paint stains from window glass.

Economical Menus for the Week

HOW much variety do you get in your food from meal to meal and day to day?

Are your meals economical, seasonal and appetizing? Do they supply all the different kinds of nourishment in the proportions which the body requires?

Here are menus for twenty-one meals which will help you to give affirmative answers to these important questions.

| | | | |
|---|---|---|--|
| THURSDAY <i>Breakfast</i> Grated Pineapple Hominy with Milk Ham Omelet Potatoes Hashed in Milk Muffins Coffee | FRIDAY <i>Breakfast</i> Oranges Farina with Cream Codfish Balls Graham Muffins Coffee | SATURDAY <i>Breakfast</i> Sliced Oranges and Bananas Oatmeal with Cream Poached Eggs on Toast Sally Lunns Coffee | SUNDAY <i>Breakfast</i> Baked Bananas Cereal with Cream Fried Sausages Gems Coffee |
| <i>Lunch</i> Eggs with Bread Sauce Canned Stewed Tomatoes Coffee Jelly Whipped Cream Tea | <i>Lunch</i> Savory Omelet Fig Mold Chocolate Cakes Tea | <i>Lunch</i> Macaroni with Cheese Hot Rolls Jam Jelly Cake Cocoa | <i>Dinner</i> Consomme Maryland Chicken Rice Croquettes with Jelly Peas Mashed Potatoes Walder Salad Cheese Biscuits Vanilla Ice Cream Assorted Cakes Coffee |
| <i>Dinner</i> Tomato and Lamb Bouillon Flank Steak Stuffed and Braised Potatoes Boiled Onions Spinach Salad Cheese Wafers Burnt Almond Ice Cream Coffee | <i>Dinner</i> Cream of Carrot Soup Halibut a la Poulette Baked Macaroni and Peas Lettuce and Prune Salad French Dressing Lemon Meringue Pie Coffee | <i>Dinner</i> Veal and Kidney Pie Baked Sweet Potatoes Fried Parsnips Lettuce with Mayonnaise Cheese Relish Pineapple Gelatina Whipped Cream Coffee | <i>Supper</i> Welsh Rarebit Lettuce Sandwiches Lady Baltimore Cake Hot Chocolate with Whipped Cream |

AUTOMOBILES

SHANGHAI, SUNDAY, JUNE 3, 1917

PREDICTS GREATER SPEED THIS YEAR

John Aitken, Speedway Race Star, Says That The 105-Mile Per Hour Record Will Fall

That racing will attain a speed better than 105 miles an hour next season is the prediction of Johnny Aitken, the American speedway champion and holder of the present speed record of 105 miles an hour. Aitken was in New York recently and while here he discussed racing in general.

Said Mr. Aitken: "Record breaking as 105 miles an hour was, that record will not stand long. I am positive it will be broken next summer. It will be my natural ambition to beat myself."

"Since 1904 I have been driving in races and I can remember when we thought at the National factories that we had reached the peak of speed. Then the foreigners came along and showed us their dust, so we kept on studying and working until we in turn showed our dust to the foreigners."

"For a while I gave up active steering of cars in races and 'steered' the driver and cars from the repair pits at the side of the track. This was valuable experience. Then I was given the opportunity to work with the engineers at the National factories in helping design, build and test their cars. This gave me the viewpoint of the racing situation from every angle—driver, engine and the strategy of racing. No end of valuable experience was gleaned by my close association with the engineers and race drivers of the Peugeot factories in Paris. I helped them when they were campaigning here in the States, and I visited them and spent considerable time working in their factories until the war broke out."

"My advice to ambitious race drivers is to start to work in a factory at the very bottom and work up, know motor car construction thoroughly before ever trying to cut any speed capers. Unless one knows why certain things are put into motor cars it stands to reason they cannot get the most 'out' of motor cars. I attribute my whole success to the experience and schooling I obtained from the engineers at the National factories at Indianapolis, where I am proud to say I am still playing a part."

Tractors To Open Roads In Tropics

Possibilities Shown By War May Solve Problems Of Commercial Transportation

Measured by their performances in the European war, the motor car and the flying machine may soon prove decisive factors in the commercial development of tropics, according to O. P. Austin, statistician of the National City Bank of New York.

Mr. Austin says that the failure of the tropical sections of the world to develop when they possess a greater producing power per acre or square mile than the temperate zones is due primarily to lack of transportation facilities. Animal power cannot cope with climatic conditions as a medium of transportation in the tropics. He suggests that the commercial automobile and the caterpillar tractor for roadless areas may solve the transportation problem of the tropics, while the airplane may serve the purpose of exploration and travel.

"The system of mechanical power necessary for transportation in the tropics between the place of production and the common carrier," said Mr. Austin, "has apparently been brought into practical operation by the necessities of the war. While man had invented the automobile and the flying machine before the war, he had only begun to realize their practical value, and especially the practicability of operating the horseless vehicle over undeveloped and roadless areas."

"But the necessities of the war have sharpened his wits, and today millions of men and untold quantities of merchandise are being transported by American and other horseless vehicles over sections of Europe in which, however good their roads may once have been, they can no longer be relied upon as highways for this necessary transportation, which goes on day and night and with an activity heretofore undreamed of. If the development of the horseless vehicle and flying machine for exploration, travel, and com-

munication should render practicable the commercial development of the tropical half of the world's land area, their value to man would far exceed the cost of war in which their practical qualities have been made apparent."

As evidence of the demand in temperate zones for tropical products, Mr. Austin cited the fact that in 1915 the United States alone took merchandise of his kind worth \$1,000,000,000. The tropical sections now supply but one-sixth of the world's international commerce, although they have one-half of its area and one-half of its population.

Electric Wheel Chairs Coming Into Wide Use

Small Battery-Driven Vehicles Reach High Degree of Perfection and Serve Many Uses

One of the interesting features of the big "Wake-Up America" parade held in New York City on the anniversary of the battle of Lexington was an electric wheel chair, attractively decorated with flags. In world's international commerce, which two members of the Stage Women's War Relief rode. This novel use of the small

battery-propelled vehicle attracted considerable interest, and added one more application for this effective form of transportation. The model which was used in the parade was geared for a speed of about six miles per hour, although for a board walk, exposition, or for use in other congested places these miniature vehicles are ordinarily geared for a speed of from four to five miles per hour. The battery is capable of driving the car about twenty miles or more on a single charge, and is readily and quickly re-charged.

These motor chairs were a feature of the Panama-Pacific Exposition in California in 1915, and are now be-

ing successfully used at Palm Beach, Florida, Long Beach, California and at several health resorts.

Invalids and cripples have made extensive use of the wheel chairs and the great number of injured soldiers has recently increased their use abroad. They are especially suited for use by the latter, as they are so easily controlled with one hand, and need no attendant. These chairs are fitted with an automatic electrical control which prevents them from running away if the current is left on when going down a steep grade. They are also equipped so that slight contact automatically cuts off the

current and promptly brings the car to a stop.

A new model will shortly be placed on the market which will have an attractive victoria body, and will be capable of travelling at the rate of ten miles per hour with the proportionate increase in mileage.

Stops Private Motoring In France

Under the new ruling of the French Government as to imports, it is expected that just enough gasoline will be permitted to come in to meet the military requirements in France and that all private motoring will be stopped. Previously since the war began there had been no restrictions on private motoring in France outside of the war zone.

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The successful record of the FEDERAL and of the FEDERAL Company's great strength and reliability were factors in the selection of this, the leading motor lorry.

Five capacities—1 ton, 1½ ton, 2 ton, 3½ ton, and 5 ton. Worm Drive exclusively.

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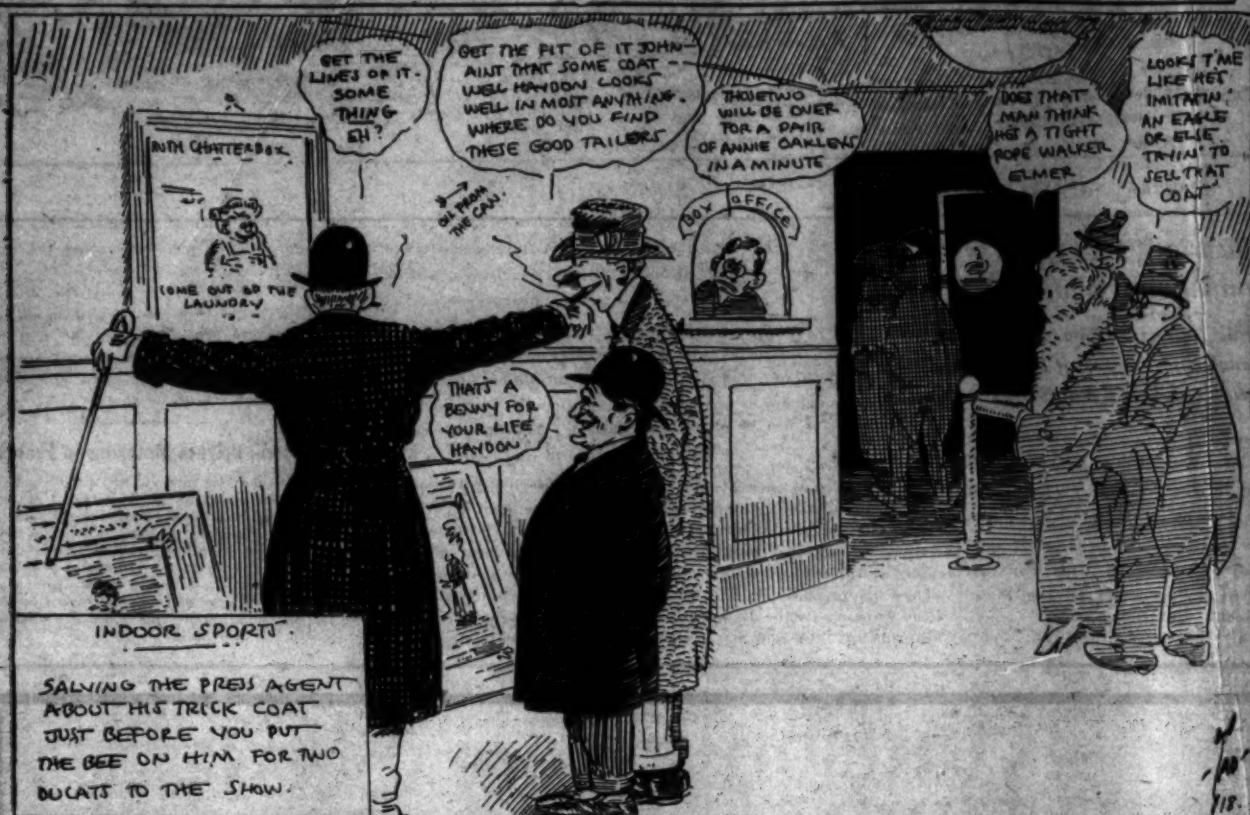
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Awarded the Only Gold Medal at the Panama-Pacific Exposition.

INDOOR SPORTS

By Tad



Motor Industry Organisation Model For War Work

The motor car industry represents the standard of organization up to which the rest of the country must measure if we are to make a real showing in the war, is the assertion of J. C. Flowers, President of the New York agency of a well-known car.

"It is fortunate that we have in this country an industry which, for sheer organization and efficiency, stands at the head of the class in the world's school of efficiency," says Mr. Flowers.

"The American motor car industry has long been doing, as a matter of daily practice, the very things that the whole country must now do in a national emergency. Volume produc-

tion must be driven forward at a terrific speed, and at the same time quality must be kept up. Everything must be standardized from shop patterns to the individual strength of the men themselves. It will be a nation wide call for volume, volume and still more volume, for we are going to find it necessary to transport our own supplies to Europe in American bottoms through the very fields that Germany has designated as hazardous and forbidden.

"The great strain is about to be put on America's national strength, and the prime asset of the country at this time is her native industrial ability, which is best illustrated in her motor car industry. In other words, the whole country has to go on a motor car manufacturing basis. This applies to the navy, the army, and the Government itself.

"The success of England in performing the industrial miracle of her mobilization lies in the fact that she has put her factories on an automatic-machine basis and that she has

adopted the same shop practices which have prevailed in American motor car factories for a decade—in fact, the practices now being used in English shops were originated by the builders of American motor cars.

"These same practices have got to be adopted on a wholesale basis throughout America. Volume is the thing to attain, and in attaining this volume the idea of quality maintenance must not be lost sight of for one moment."

Motor Truck Reserves

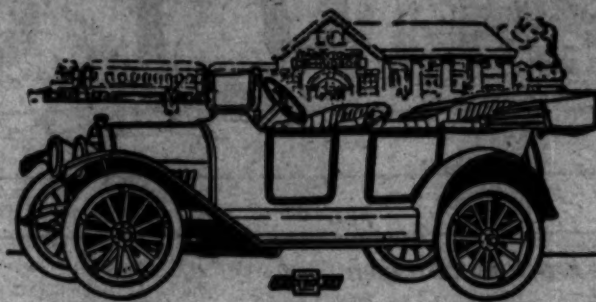
"War before business was the rule of the members of the Enrollment Committee of the Motor Truck Club of America, which has undertaken to raise forty motor truck reserve companies for the War Department. The men on the committee pushed their

personal affairs aside and gave much of their time to getting the work for the Government under way.

This week an "uptown" recruiting station will be opened in the office of the United States Rubber Company at 1790 Broadway. Applications from men who drive their own cars and college graduates are especially desired by the committee.

Truck drivers in the enlisted corps will be recruited as sergeants at the rate of \$36 a month, and will have their railroad fares to and from their homes paid by the Government while traveling. They will be supplied with uniforms the same as prescribed for enlisted men of the Quartermaster Corps of the regular army reserve, except for insignia.

A New York committee, will have charge of motor reserve recruiting in the States of New York, Pennsylvania, New Jersey, Maryland, Virginia, and West Virginia.



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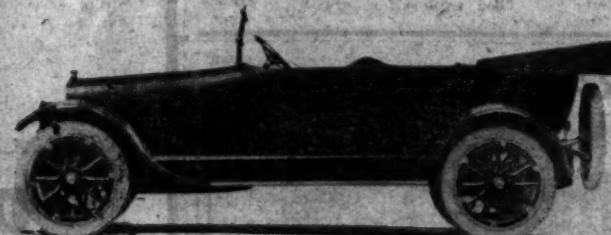
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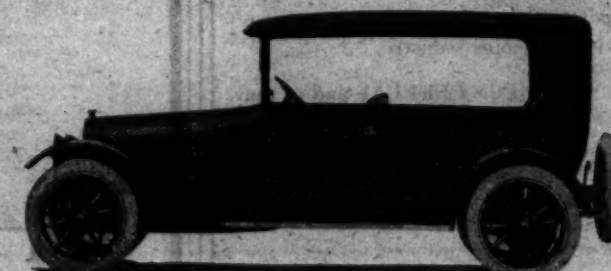


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SPEED—More than 999 out of every thousand car owners would ever want or dare to use.

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MOTOR MEN TO AID IN BIGGER CROPS

Special Meeting of Experts and Government Agricultural Interests

A Washington office of the Society of Automobile Engineers will be opened in the Munsey Building in connection with the council of National Defense as soon as arrangements can be made. This action was brought about by the closer co-operation of the society with the various Government departments, which is increasing each day. A new and important phase of this co-operation is contained in the announcement that it has been expedient to establish a Washington office, which says:

"The tractor engineers, who recently amalgamated with the S. A. E., are confronted with one of the largest problems of the day—the conservation of our agricultural interests and more intensified agriculture. It has been known for a long time that tractor farming means amazingly more than the mere substitution of motor power for animal power. The winter wheat crop situation is a national example of the economic advantage of tractor farming over animal farming. For the best winter wheat crops in Kansas, for example, the plowing must be done in July. With horses this month is too hot, and often the ground is too hard. With tractors the heat is no factor. Statistics extending over many years prove the value by increased yield per acre of tractor farming.

"This situation has brought the tractor into international importance and the present demand for increased yield from our farms means perhaps a Government demand for greatly increased tractor production. The lack of standardization in the tractor field as compared with the motor car and motor truck field makes such impossible for a time. The society faces this problem and its first work in the form of a special meeting will be to get the tractor makers and the Government agricultural interests working together more closely."

THE KNOCKING MOTOR

A frequent cause of knocking in a motor is due to excessive chamber. A great amount of this trouble can be eliminated by properly regulating the lubricating system. Very often where the piston rings are worn they allow an excess of oil to pass up into the combustion chamber, which causes carbon to collect. Carbon can be removed at great extent by inserting in each cylinder, while warm, about two ounces of kerosene oil and allow to remain for several hours.

Standardising Road Building

Representatives of twenty-one States recently took part in a conference at Washington with the staff of Logan Waller Page, director of the United States Office of Public Roads, who has charge of the administration of the Federal Aid Road Law. They assembled in order to bring about greater uniformity in the requirements for the materials used in road building and maintenance. At present there are unnecessary variations in these requirements which place a useless burden on their producers, increase their cost in some cases and render it difficult to apply the experience gained in one State to the problems of another.

It is unwise to carry standardization in road work beyond the point where conditions governing the selection of materials are uniform, for local differences exist which make it desirable to require for the same type of road materials differing in some respects. By means of this conference it has been possible to separate the features where there should be general agreement from those in which local conditions make it desirable to permit some latitude. The results are considered of great value, not only in enabling the United States Office of Public Roads to co-operate most closely with the various States through an intimate understanding of their special needs, but also in establishing greater uniformity in the road work done in the different States.

There are a number of organisations which have been devoting attention to standard specifications for road materials, and the conference adopted their standards when they were considered reasonably satisfactory. In the recommendations of the conference, the tests which were considered really necessary in order to show whether materials are satisfactory have been included, but no others. A large number of tests of road materials have been proposed, but the number adopted by the conference is comparatively small. Moreover, the conference has not, as a rule, recommended limiting values for specific tests, because no one set of limits can be used satisfactorily in all parts of the country. What has been done is to bring standardization of materials up to the limits where it ceases to be desirable, and then to standardise the methods of testing and of reporting the results of tests where different requirements must be adopted to meet local conditions.

Other conferences will be called by the United States Office of Public Roads as a part of its programme for becoming thoroughly familiar with the practice of different States in road building and for developing uniformly high standards for highway work throughout the country. Arrangements for printing the recommendations of the first conference have already been made by Director Page in order that they may be available for road officials as early as possible.

Tune The Car To The Season

Warm weather driving imposes a different set of conditions on the car than those which exist in winter. Just in the same way as a man would not go about the streets dressed in the same attire in June as he wears in January, the car should not be expected to perform with the equipment of winter in the summer time.

The change in conditions affects every part of the car, from the radiator back to the rear axle. It affects the radiator because, in all probability, a non-freezing solution has been used during the winter, and after the danger of freezing weather has gone by this should all be drained out. The cooling system should then be flushed out with a solution of washing soda and boiling water. The way this is done is to first drain the radiator, then run through a complete filling of boiling plain water, after which this is also drained and the cooling system filled with the soda solution. About two heaping hands full of soda to a bucket of boiling water is sufficient. The motor is then started and run for a few minutes with the soda solution in the cooling system. This not only takes the scale from the radiator but

also cleans out any last traces of the cooling solution.

In the motor, the most important thing to be done is to change the oil. This is done by removing the drains at the bottom of the crankcase and allowing all the oil to run out, after which the oil reservoir is flushed out in the same way that the radiator was cleaned, only in this case instead of using a soda solution, kerosene oil is employed.

While the motor is being looked over it would not be a bad thing to re-adjust the tappets so that the clearances are at about the thickness of an ordinary business card, and also to clean the spark plugs. The plugs can be cleaned by allowing them to soak in kerosene and then scrape the carbon with a pocket knife or some other metallic object.

The wiring of the ignition system should also be gone over, as sometimes it will be found to have been chafed at points where the insulation is in contact with the metal, in which case it is very liable to have worn off. Before the head is again closed down the little bolts holding the various at-

tachments on the motor should be gone over. These will be found at the base of the carburetor around the cylinder head and on various brackets and supports, depending on the make of engine which is being looked over.

Coming back to the clutch and gear-box, the clutch member will probably not require any attention. If you have a multiple disk design of the metal-to-metal variety, it would not be a bad idea, however, to flush this out also with kerosene and remove the lubricant. The same applies to

the gearbox and also to the rear axle. The consistency of lubricant in all these parts should be somewhat heavier in summer than it is in winter. The warmer weather will render the heavy lubricants less viscous in summer than they are in winter. As a general rule, for the engine, when this is in good condition and has not worn itself to any great extent, medium oil should be employed in the summer time and light oil in the winter.

There are a great many upholstery compositions on the market which are

very good. These should be used to go over the leather and freshen it. If this is not done from time to time, leather upholstery will crack and the car will lose its bright, new appearance. The same applies to the top, and a treatment of this will vary in accordance with the material of which it is composed.

The final step is to refill every grease cup on the car and turn them up three or four turns, repack the universal joints with lubricant, oil the distributor and shaft of the ignition

outfit with a few drops of good oil, and the same with the armature shaft of the generator and all other oil holes. See that the tires are inflated to their proper pressure, and the car is ready to start the touring season.

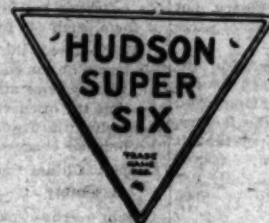
TAXI TROUBLE

"You are charging me for three miles."

"Yes, Sir."

"But the distance is only two miles and a half."

"As a general rule, sir, but we skidded."



Hudson Super-Six is Not

A Brother of the Six

*The Feature Which Won Its Supremacy
Is Controlled By Hudson Patents*

A Six now rules in Motordom—where the trend, not long ago, was toward added cylinders. A Six holds all the worthwhile records. A Six outsells any other front-rank car. But it is the Super-Six, remember—with the Hudson invention which added 80 per cent to six-cylinder efficiency.

It Won All the Laurels

All the worthwhile records have been won by the Super-Six. That is speed records for stock cars. Records for quick acceleration. The hill climbing records, including Pike's Peak.

Endurance records—most important of all—have been broken by enormous margins. The 24-hour record was broken by 52 per cent. The transcontinental record was twice broken in one continuous 7,000-mile round trip.

So the Super-Six excels, beyond possible question, in every quality you prize.

For men who want a great car, no car in the field today approaches the Hudson Super-Six.

An Almost Twice-Better Six

What changed the condition was the Super-Six invention, made by Hudson engineers.

They discovered the fault in the Six. Then they worked out the remedy. The result was to add 80 per cent to efficiency, with no added size or cylinders.

The vast step forward made the Super-Six supreme. Never had a motor shown such power for its size, never such flexibility, never such endurance. That fact is still true. And the evidence is, it is bound to long remain true.

But that is the Super-Six motor, invented and patented by Hudson.

Now 25,000 Owners

Now 25,000 fine-car owners are driving the Super-Six. Could they have been supplied, there would have been thousands more.

The Super-Six, in one year, has come to outsell every rival. That is, every car above \$1,200 in America.

The car, is now equipped with a gasoline saver, also a development of Hudson.

If you want these advantages, and a type which can't be supplanted, your choice must be the Hudson Super-Six.

Let us show you Super-Six performance.

HUDSON MOTOR CAR COMPANY, DETROIT, MICHIGAN.

SOLE AGENTS

MARKT & Co. (Shanghai), Ltd.

Office: 89-91 Rue Montauban

Showrooms: 12-13 Avenue Edward VII

the Red
Innertube
Michelin
is made of pure
para rubber

it insures
the maximum mileage
the minimum of expense
because it

lasts 3 times longer
than any other innertube and
costs the least

SOLD BY—
Sole, Franco-Chinoise d'Entreprises Generales et de Travaux Publics, Péking: MM. Sennet
Freres, 31 Nanking Road, Shanghai; Syndicat Industriel et Commercial, Hivo du Baron
Geos, Tientsin; MM. Cosantelli Freres, Hankow.

Trip Through The Willys-Overland Factory

Experiences In A Tour Of A Factory Where One Thousand Motor Cars Are Produced Every Day



Four and one-half million square feet of floor space covered by this immense factory—of which Mr. John N. Willys is the guiding genius.

A recent visitor at the factory of the Willys-Overland Company, located at Toledo, Ohio, U.S.A., recounts his experiences in this entertaining letter:

Nothing was ever so impressive as the tour which our party made over the great factory that turns out Willys-Overland motor cars.

Our guides were carefully picked men. They knew the factory from end to end, and each member of the party could have his questions answered.



Like a government hall towers the great Administration Building.

You can appreciate the growth from 250 employees in 1908 to more than 18,000 in the Toledo factory alone in 1917.

One thousand persons, more than the entire manufacturing force of many a company, work in the Administration Building alone. This structure—375 feet long—has every facility for rapid work, including dictaphones, its own telegraph and telephone system and a postal department that does about everything but write the letters.

Three hundred and eighty-eight persons can be fed in the restaurant at one time.

We Enter the Shops

But this is nothing to what strikes you when you cross into the shops. It is a whirl of action, yet all is system.

Parts by the untold thousands are here, with a value into the millions of pounds. There are lines of engines. I never saw so many crank shafts together. Our guide said 6,000—I'd have believed 60,000.

There is stock in bins, stock in yards, stock along the walls, connecting rods, frames, mudguards, bonnets, rims, springs, axles, torsion tubes, transmission gear shafts, brake parts, steering rods, pedals—it is an unending procession.

Every thirty days sees an average of 1,000 tons of steel come in. It is handled by a magnetic crane that enables two men to do work that formerly required thirty.

These are amazing machines for grouping.

Cold Steel Shaped Like Cardboard. The toggle press, for example, held us all. This monster, with its pressure of 1,000 tons, shapes cold steel like cardboard. A piece of metal fed to it comes out as a side frame. It can make 2,000 of these in an eight-hour day.

Other mighty machines stamp out radiator shells, mudguards, cowl dashes and doors.

You would marvel at the drop forging machines. Down comes the hammer and the fiery piece of iron is beaten into shape. The complete drop forging of the front axle can be accomplished with one heat.

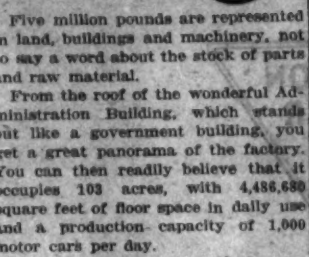
Every kind of part requiring strength was drop forged while we looked on: axles, crank shafts, brake assembly rods, brake and control rods, spring shackles, gear blanks and brake rod sectors.

We saw the company's accurate system of die making. It calls for a special workman on each detail. One works on the shaper, another on the planer and a third on the die sinking.

The multiple spindle drill, in one operation, drills all the holes in the front axle. This is a guarantee that each will be in right relation to the other.

Machine Almost Thinks for Itself

It was hard to take us away from the automatic turret lathe that surfaces and finishes fly wheels. It works



as though somewhere within its metal vitals a brain was concealed. The workman has only to put on the rough fly-wheel, adjust the first set of tools, push the lever, and let the machine do the rest.

The cast iron is peeled off as readily as wax. Sometimes four or five operations are performed at once. When one set of cuttings is done, the machine stops automatically, and the next set of tools comes automatically into place. Twenty operations are performed in fourteen minutes. Twenty-six pounds of metal are removed from the wheel. One man can watch three of these machines.

The vertical cutter of gears on fly wheels almost matches the turret lathe in interest.

Moving up and down, the cutter at the same time slowly revolves, the fly-wheel turning in the opposite direction. By the time a complete revolution of the wheel has been accomplished all the gears are cut.

We all were interested in the aluminum foundry and the machines that finish the aluminum parts.

The multiple spindle drill bores 51 holes in the crank case in one operation. This is a proof of the superiority of machining processes, for the holes must be in the right relation to each other.

Another machine smooths the surface of the crank cases, finishing seven in nine minutes.

Diamonds Upon Diamonds. Diamonds, real diamonds, are consumed with apparently reckless indifference in the wet-grind room. Placed in small tools, they are used to true the entry wheels on which are ground the bearing surfaces of the crank shafts.



Diamonds to the value of thousands of pounds are sacrificed annually to true up emery wheels.

They are bought in £3,000 lots.

We looked on while whole forests of lumber were being turned into bodies in the woodwork department. This lumber comes in by carloads. As 214 feet of wood is required on a small touring car, we could readily see why so much was used.

You make this round and you can understand this company's immense consumption of material—18,000,000 pounds of tin and lead for soldering, 10,000,000 pounds of brass and copper, 12,000,000 feet of steel tubing, and 125,000 tons of steel.

Testing Department Insures Safety

But what impressed me more than all was the department in which materials are tested. They have to know a thing is right before it goes into a Willys-Overland motor car. That's how they safeguard the public.

pleted axles, are attached at both ends, and literally pulled apart. The registering machine shows 200,000 pounds to the square inch necessary to accomplish this, whereas a resistance up to 125,000 pounds would be proof of ample tensile strength. Springs are tried for their resistance.

Steel articles are also put through both heat and chemical tests. The former determines the amount of carbon, an important factor; the other determines the chemical composition of the steel.

Naturally, every operation in all the plants tends finally toward the assembly conveyor tracks. There are four of them, each 645 feet long.

We followed the whole operation. We began at one end where the frames and rear systems are put in place. By the time the other end of the conveyor is reached the frame has grown into the finished chassis.

Endless China Carries Car During Assembly

From overhead parts are lowered by chains. Along the way men are attaching the parts. The frame is not in motion all the time, but can be instantly connected with the links of an endless chain and sent on its way whenever desired.

First quality of workmanship is assured by having each man do work on which he is an expert, if it be only to tighten a bolt.

Lines of engines, already tested, wait on both sides of the conveyor. These are put into place, cantilever springs are put on, steering mechanism and lighting and starting systems are adjusted. Gradually the car takes form.

Instead of painting the chassis with a brush, a sprayer is used. It does the work more rapidly, more uniformly and at a lower cost.

The tracks of the assembly lead directly through ovens in which the paint is baked. Mudguards and running boards come into their places.

Tires Placed Like Lightning

Wheels, with the tires on are brought along on a runway. First comes a front wheel, then a rear wheel. You ought to see them put on the tires. It is lightning. By a special device, invented by one of the men in the department, the tire can be put on a wheel in three seconds.

From overhead, bodies are dropped down on to the chassis and soon made fast.

The car is now ready for its tests. Rapidly revolving wheels in the floor engage the wheels of the car, and send them at high speed to make sure that they are operating freely. This is not a test under the power of the car.

Petrol and water are then put into the car. It is pushed off the track into another room, till its wheels are in contact with wheels in the floor.

With the use of the self-starter, the machine gets its first chance to prove the success of its construction.

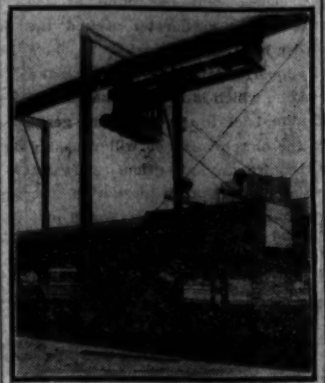
It surprised me the way the engines started. They were off with a rush. There was no hitch or delay. All the work had been done right. In a few minutes the engine was working apparently as smoothly as if it had been a year on the road.

Packing for Export

We saw how the cars were shipped. The export department has the big feature in this line. The finished car undergoes preparation by having its wheels taken off and fastened on the under side of the frame which forms the top covering for the car.

The top is covered with tar paper

as a protection against the elements, and all is securely boxed.



Motor cars packed for export shipment are carried to freight cars by a three-ton crane.

Along comes a big crane running in an overhead groove a quarter of a mile

long. The operator sits in a small cab not unlike that of a railroad engineer. Chains grab the box containing the car, and within forty-five seconds have carried it outside the building and have placed it on the flat freight car. You or I may soon be driving or riding in one of these very cars.

It is processes like this that I have described, that explain why every motor car in the Willys-Overland line is what it is at so low a cost. Making so many is the answer, making them to go all over the world and to accord with the experiences of users everywhere. Quantity production, immense and costly machines, skilled designing, careful inspection, accurate tests of material, efficient factory methods, rapid assembly and advanced methods of handling, all of these we saw; all of them tell why the Willys-Overland Company lives up to its ideals of a car for every need or taste—price, class and service right.

First in the Field and Foremost ever Since

C.A.V. ACCUMULATORS
British Made Throughout

"The first man to make an accumulator that would really stand the racket of the early motors was C. A. Vandervell. He succeeded because he is one of those rare individuals who have an infinite capacity for taking pains."

—Extract from THE MOTOR TRADER.

FULLY GUARANTEED.

The Hall Mark for everything electrical in connection with Motoring is C.A.V.

Full particulars from any high class garage or from the makers.

C.A.V. Vandervell & Co. Ltd.
ACTON, LONDON, ENGLAND
BIRMINGHAM, MANCHESTER

INDIAN Motor-Cycles

A shipment of 1917 models has arrived

SOLE AGENTS AND DISTRIBUTORS

for Shanghai and Yangtze Valley.

THE EASTERN GARAGE.

Telephone 1159.

4 Soochow Road.

America Will Not

Commandeer Cars

Automobile dealers along America's "Gasoline Rows" have been considerably exercised over a report that the Government contemplated commandeering all motor vehicles.

Some of the dealers claimed that the report has effected sales.

According to a high official in the War Department, the Washington authorities have no intention of doing anything of the sort, and even if they did, the owners would be paid for the use of their vehicles.

As a matter of fact, except in case

of an invasion in force, there would never be any use of pleasure cars, except to a very limited extent, which the factories would be well able to handle without calling for the used cars of owners.

It is possible that in case of necessity the Government would take over motor truck and commercial vehicles of a certain type, but under the present conditions the Government will buy such vehicles as they need from the factories, so there will be little call for the use of even privately owned trucks, except to a very limited extent, and they will be chartered at a certain fixed price per day, and not bought.



Hupmobile Conforms to Best Standards of Two Hemispheres

WHEN you purchase a Hupmobile you have the satisfaction of knowing that you have purchased a car which conforms to standards approved by the whole world. The best European practice in motor car construction has entered just as much into the building of the Hupmobile as has the highest American standards. This best is adopted wherever it is found.

In proof of our statements, look at the Hupmobile. Its lines are European lines. Consider the Hupmobile motor. It is four-cylinder and has always been four-cylinder. And the Hupmobile manufacturers believe, as most European manufacturers and owners believe, in four-cylinder power, simplicity and economy of operation.

In many lands the Hupmobile is known as the "European car at an American price." This is an apt phrase which describes that added carefines which enters into Hupmobile construction—that sure appreciation of beauty in design—that recognition of the value of comfortable riding qualities and luxurious appointments—in combination with a price that unusual production facilities has made lower than the average price of cars in the Hupmobile class.

Brief Hupmobile Specifications

Hupmobile Models: Sedan, Tourer, Sedan, and 5-seater and 2-seater with detachable winter tops. Motor: Four-cylinder, 95 m/m bore, 140 m/m stroke (3 1/2" x 5 1/2"). Transmission: Three forward speeds and reverse; multiple disc clutch. Rear axle floating type, spiral bevel gear. Cam shaft and crank shaft bearings bronze shell, ball-bearing. Long wheel base "118" on 2 and 5-seater, 134" on 7-seater. Tires 37 1/2 x 10 1/2 on 2 and 5-seater, 4 1/2 on 7-seater, 35 x 12 on 7-seater. or 35 x 14 on 7-seater. Electric starting and lighting; ventilating, rain vision screen; one-man hood; quick-acting side curtains; door curtains; carcase down upholstered; speedometer; ammeter; robe rail, foot rail and carrier, pump, jack and full set of tools. Free demountable rims, tire special colours, khaki hood and seat covers at small additional cost over list price of car.

Hupp Motor-Car Corporation, Detroit, Michigan, U. S. A.
Dealers for all China, except Peking Province:

THE CENTRAL GARAGE CO., LTD.

2a Jinkee Road, Shanghai

DISTRIBUTORS



MOTOR CAR INSURANCE

Reasonable Rates Comprehensive Cover

200 Claims already paid in Shanghai to the complete satisfaction of Car Owners.

Prospectus from

C. E. SPARKE

INSURANCE OFFICE

44, Kiange Road. Tel. No. 54

AGENT

Excess Insurance Co., Ltd.,

Whose Assets Exceed £720,000.



"Well do I remember the time—much to my regret—when in my novice days of motoring I allowed myself to be persuaded to sample any new tyre that came on the market.

"Oh, yes, I've bought my experience dearly, but there's no reason why you should do likewise if you follow the advice of a seasoned motorist prime in the knowledge of tyre value.

"My advice to you is don't buy you experience, but fit Dunlop now and always, and share without cost to yourself their incomparable experience.

DUNLOP RUBBER CO., LTD.

Founders of the Pneumatic Tyre Industry.
Phone 2246 Cables: Pneumatic



a.—A glimpse of the dynamometer room, where engines are tested.
b.—Axles are twisted like rolls of taffy candy.

Tests in the physical and chemical laboratories are made in two ways. Completed steel parts are subjected to terrific tests. Axles are twisted like rolls of taffy candy. Small bits of steel, six inches long, cut from com-

The Car of No Regrets

KING



EIGHT

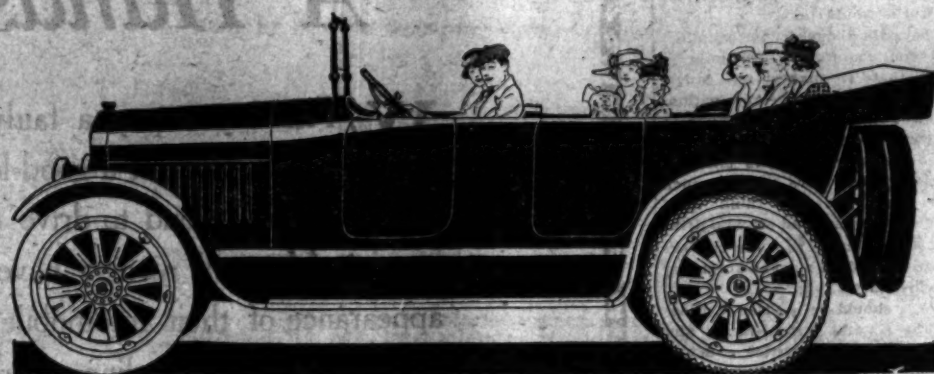
One order for 2,800 Armoured Kings placed by the British Government for use in London and France. There are more Kings on the streets of London than all other 8-Cylinder American Cars combined. Adopted also for Armoured Cars by the United States Army.

There's a reason. The unapproached efficiency of the King 60 horse-power chassis

7-PASSENGER TOURING

A big family car full of comfort but with nothing missing in grace and snap.

Many novel conveniences.



7-PASSENGER TOURING

Observe the clean, graceful lines and perfect proportions. This design embodies all that is best in both European and American coach practice.

For Inspection or Demonstration, call upon the Exclusive Agents for China and Japan.

Arkell & Douglas, Inc.

38 Canton Road.

Telephone Central 2002.

4-passenger Roadster

"BRISCOE"

4-passenger Touring

"The Car with the Half-Million Dollar Motor"

The Best Light Car Ever Built

Finished and equipped in a way that distinguishes it from other cars of low price, and stamps it as the car of quality, which its design and construction really make it. The BRISCOE is generally considered to be the greatest and most nearly mechanically perfect automobile of its size that has yet been made.

Touring Cars and Club Roadsters now available for demonstration or sale.

You must see it with your own eyes, ride in it yourself, to appreciate that it is the smoothest running and best looking automobile ever sold at the price.

For Inspection or Demonstration, apply to

Arkell & Douglas, Incorporated.

SOLE AGENTS FOR CHINA AND JAPAN.

38 CANTON ROAD.

TELEPHONE CENTRAL 2002.

STANDARD SERVICE BODY FORMED BY PACKARD CO.

Experts From The Largest Points In America Gather to Solve Problems of The Trade

The increasing importance of standardized service, especially on motor cars of the highest class, has prompted the forming by the Packard Motor Car Company of a technical service board, composed of experts from the eight largest points in the Packard organization. The board has just held its first regular meeting.

The members of the service board will convene monthly at the factory under the chairmanship of C. R. Lester, technical service manager. The general condition of service will be discussed, and particular problems be brought up for analysis. Interchange of experiences will be encouraged. The board will make its recommendations through Mr. Lester's office to the management.

"All that the board plans to attempt will be directed toward the improvement and standardization of service on Packard cars and trucks," said Mr. Lester. "We discover in these conferences that one point, say New York, or St. Louis, has a particularly effective method of treating a particular problem. We want the technical service managers of all Packard points to have the benefit of that method. The board offers unlimited opportunity for the interchange of ideas, looking toward uniformity in Packard service the country over."

"Policies, classification of workmanship, efficient equipment and operating method, these are other subjects within the expert capacity of the board. Moreover, the board can be of value to the truck and carriage sales boards on the one hand and to the manufacturing division of the factory on the other."

The members of the board are the technical service managers of the Packard branches and dealerships in New York, Philadelphia, Boston, Cleveland, Chicago, St. Louis, Detroit and Pittsburgh, together with C. J. Moore, operating manager, C. R. Lester, technical service manager, H. W. Drew, assistant technical service manager, and E. C. Cooper, chief operating inspector, of the factory staff.

Racers Ready To Fight For Country

400 Drivers and Mechanics Sign Registration Blanks to Serve If Called

Four hundred American automobile racing drivers and mechanics have signed registration blanks signifying their readiness to serve in the army if called upon. The blanks were sent out by Richard Kennerdall, Chairman of the Contest Board of the American Automobile Association. The racing men were asked if they would enlist if needed and what branch of service they preferred. Practically all to whom blanks were sent answered that they were ready to respond to the first call for their services, and about half expressed a preference for the Aviation Corps. Chairman Kennerdall has forwarded the registration cards to Washington.

Because of the daring and skill of the drivers their services in the army are expected to be of more than usual value, whether as drivers of cars or officers of high rank or as members of the Aviation Corps. With their training and quickness with mechanical devices it is thought that they should have little difficulty in qualifying in a short time as aviators.

Eddie Hickenbacher is devoting all his time to the formation of an aerial squadron composed of racing drivers and their mechanics. Under the plans proposed the squadron would be composed of twelve airplanes and one hundred and thirty-three men. Hickenbacher has already received replies from a number of prominent drivers that they will join the squadron.

Bureau Making Tests With Fuel Alcohol

Internal Revenue Officials At Manila Study Gasoline Substitute for Motors

The bureau of internal revenue has recently been trying an alcohol and gasoline mixture for motor fuel. As yet only a preliminary trial has been made, but the results were so satisfactory that Acting collector Powell has ordered a supply for a thorough test.

This mixture is from four-fifths of fine-grained alcohol, and is manufactured by a number of Manila distillers and sold at prices ranging around P250.75 a case. Of course, the alcohol used in this mixture, being denatured, pays no specific tax.

In operating motor vehicles with this fuel slight adjustments to the engine are necessary. It has been discovered that this fluid cannot be used in machines having carburetors with cork floats as the alcohol sets the cork off the cork. Persons contemplating using alcohol for fuel should see to it that their carburetors have metal floats.

SHOULD NEVER TAKE CHANCES IS OLD CHAUFFEUR'S ADVICE

Driver of Long Experience Gives His Rules for Avoiding Accidents on Crowded Streets

"Never take a chance" is the way one chauffeur of eleven years of driving experience sums up his advice to motorists who wish to class themselves as safe and sane drivers.

In his entire experience this chauffeur has never met with an accident while driving and he attributes this record to the fact that he has adopted a few self-made rules on traffic.

One of these rules is never pass in behind a woman pedestrian, and he gives this reason for such a precaution. He says:

"One of the safest rules of driving is never to pass in behind a woman. You never know what a woman will do. She'll hear the car, or you'll blow the horn behind her, and she'll get scared or jump or do something, and nearly always gets in the way of the car. And, you know, no driver likes to have to pull a woman out from under the wheels!"

"Waiting is easy, and you are never in such a hurry that you can afford to take a chance. I tried to teach a young fellow to give the women the right of way, but he'd never learn! He tried to pass behind one one day and now he's not driving any more. She backed into the car and died in the hospital."

"This care doesn't mean that you can't go as fast as the law allows. I always drive at the limit, but that's not so fast that you can't control your car. What the law allows is the right thing all through when you're driving."

"Most drivers have trouble avoiding the children. Like the women, I take no chances with them. When I'm coming along the street I watch the kids that aren't looking the most."

If You Don't Know Kids

"There will be a little fellow standing with his back to the curb and you'll think there's no chance of your hitting him—that is, you'll think so, if you don't know kids. That little chap is likely to be called by one of his playmates across the street, and he'll turn around and start across like a flash, and before you can stop he's under the wheels."

"Of course, it's not your fault, but that doesn't make it any better for you. If a driver knows his business he'll watch out for those children and give them room, or blow his horn and go on when he sees they know the car is coming."

"Women and children are perhaps the least worry to a driver. The women know they have to look out for the cars and they will give you

all the room you want. All you have to do is to give them a chance and they'll keep out of your way. Sometimes a kid will break away from his mother and run across and then your heart comes up in your mouth, but if you're taken your time the little fellow usually gets across all right."

Business Men Take Risks

"You'll hardly believe it when I tell you I have the hardest time with grown-up men, particularly business men. They hear the auto horns so much that they don't pay attention to them and they're as likely as not to walk right into a car. Unlike the women and children, they don't pay any attention to the traffic regulations and they are the people that make a driver wish he had taken up some other business. Then when you stop the car almost on top of one of them he'll come out of his brown study and call you down. That's why I always feel glad when I get the car out of the financial district without bumping into some one."

"On the road it's the same thing. The owners who drive their own cars are the ones I am afraid of. They'll take chances that no paid driver in the world would take."

"They talk about stricter examinations for chauffeurs! That is so funny that it makes me laugh. Chauffeurs don't need examinations in New York State half as much as the owners do. Make the owners who drive their own cars take examinations and there will be much fewer accidents. I think that chauffeurs, owners and all who drive cars should have to take the examinations and be marked according to their ability."

"There should be a Class A, Class B, Class C, and other classes and when a gentleman wanted a driver he would know exactly what he was hiring."

"Judging from my 11 years' experience driving, I'd say the safest rule for any one driving a car would be 'Never Take a Chance.' If you don't take chances you'll never get into trouble. You'll take chances and nine times out of ten get away with it, but the tenth time you'll have a smashup and probably regret it as long as you live."

LICENSED MOTORS IN SIAM

U. S. Vice Consul Carl C. Hansen reports that up to March 31, 1916, licenses had been issued in Bangkok for 875 motor cars, 181 motor cycles, and 795 motor boats, and during the seven months from March 31 to October 31, 1916, 195 motor cars were landed at the port of Bangkok and 616 cycles, including motor cycles.



FOR SALE

A Large Number of

NEW AND SECOND-HAND CARS

at prices to suit everybody.

LANDAULETTES, LIMOUSINES, ROADSTERS, TOURING CARS, 2, 4, 6 AND 8 CYLINDERS

of well-known

French, British and American makes.

TRIAL TRIPS MAY BE ARRANGED BY APPOINTMENT.

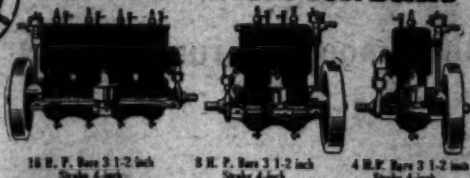
AUTO CASTLE 228, Avenue Joffre

(opposite French Fire Station)

Tel. West 412



ROBERTS MOTORS FOR BOATS



The Roberts 2-Cycle Motors

have demonstrated to their world-users that economically patented features, coupled with carefulness in construction, produce as good satisfaction in this motor at a low price, as can be obtained by other high-priced motors. We are open for dealers for this country. Specifications and terms furnished on application. Roberts Standard Marine Type, 4-16 h.p. Heavy duty, slow speed, 8 h.p.

ROBERTS MOTORS

1600 Roberts Bldg. Export Department Sandusky, Ohio, U.S.A.

Cable Address: "ROMOCO"

Studebaker Speedy For Home Defense

Eighty-five men of the Tenth Company, Coast Artillery Corps, under Lieutenant Frederick Price, made a record run from San Francisco to Half Moon Bay to repel an imaginary invasion from the sea. The run was made in one hour and fifteen minutes in twenty cars and two trucks of the Chester N. Weaver Company, San Francisco distributor of Studebaker automobiles.

Major S. F. Bottoms was in command of the trip, which was made in accordance with an offer to the militia authorities at the Presidio by the Studebaker men at the time of this government's severing of diplomatic relations with Germany. Although the offer was accepted at that time, the Studebaker organization was not notified in advance when they would be called on.

At 8:20 o'clock the call came to be ready by 7:30 at the Presidio. At the hour appointed the caravan, each car in charge of a Studebaker driver and carrying its

quota of soldiers, proceeded via the San Mateo road.

Not a halt or a mishap delayed the run, and at 8:45 the force was landed on the bay shore, the two machine guns unloaded from the truck and hurry-up preparations made to prevent the imaginary hostile fleet from landing men. Considering that the distance is 29 1/4 miles, it will be readily appreciated what the time means.

Major Bottoms, military observer on the test run, said: "It was one

of the most satisfactory demonstrations I have ever witnessed, and forcibly demonstrates what can be expected of motor vehicles over any other method of transportation. Without large concrete placements of big guns along the coast for protection against the raid of any enemy, the short time to move troops from one point to another by auto, is convincingly evident that we can protect our coast at any point without fear of the enemy successfully taking any one point."



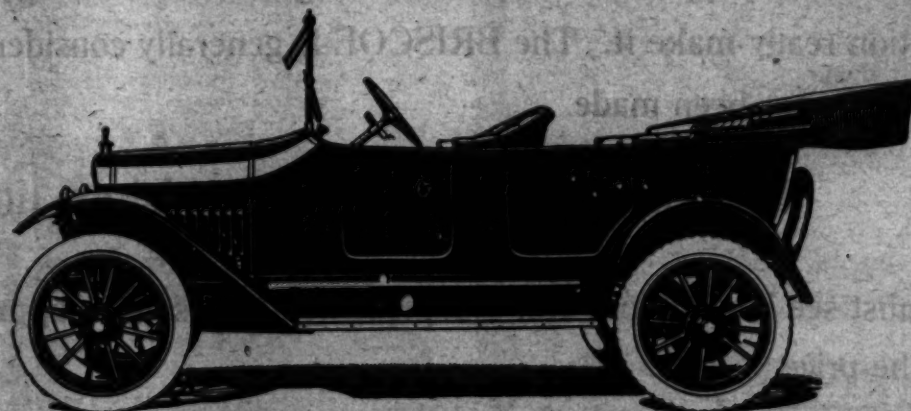
A Handsome Car

WHEN you pay a fairly large sum for an automobile, why not get a good-looking one—one that you will be proud to own, proud to drive and proud to take your friends out in? Maxwell owners have a just pride in the handsome appearance of their automobile, for Maxwell Motor Cars have the same attractive lines, the same graceful design as the higher priced types.

In addition to good looks you want, of course, a reliable, sturdy and economical car. But there is no doubt in your mind on these points since the Maxwell a short time ago established the World's Motor Non-Stop Mileage Record. Any car that can run continuously for 44 days and nights, averaging 500 miles per day—22,000 miles in all, and without once stopping the motor—is bound to be a well-designed and well-made car.

Any car that can perform such a wonderful feat on an average of one gallon of gasoline to every 22 miles is bound to be an economical car.

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WAR TO BOOM TRUCK HAULING AND BRING BETTER ROADS

Packard Sales Manager Says Increased Farming And
Call For Transportation In U. S. Will Take
Many Machines

"The impetus which the Great War crisis has given to intensive farming will promote the prosperity of America far more than any adverse influences of the struggle can depress that prosperity," said R. E. Chamberlain, truck sales manager of the Packard Motor Car Company, in a review of the business situation with reference to truck production and distribution.

This means more grain, more of every kind of farm products. Agricultural communities will thrive, and there will be increased hauling between the country centers and the farms, and between the large cities and the farming communities.

For this increased traffic, for border defense, and for other purposes, there will be much road-building done this season. City dwellers who suddenly have had it impressed on them that agriculture is the basic industry are also learning rapidly that this industry cannot be raised to anything like efficiency without an improvement in the roads. So on road-building as well as on farming we shall see close co-operation between city and country. Even without road building for military purposes, here is a field of contracting that will be full of activity this summer.

Shipyards that have been idle for years are reviving under the energetic action of Gen. G. W. Goethals, as he sets about his program of a thousand

2,000-ton wooden ships a year to carry food to England and France. This means not only revival of business in all other phases of shipbuilding, but a big stimulus to all lumbering operations.

Then there is all the transportation for a million armed men to be taken care of. Everything they use will have to be hauled, by rail, by boat, and over longer or shorter hauls, by motor truck. As we think of the job this will be, we can thank the Mexican border situation for having brought out some good results, chief among them, perhaps, the reliability of our motor truck manufacture.

"All these activities are interlocking. Everyone, in every line of productive endeavor, is touched by them in some way. Big business cannot take a contract for a million pounds of bacon or a half million tents without little business having its part to do in the supplying of the order.

"No doubt it is natural that the first feeling on the outbreak of a great war is one of uncertainty. But when we have had time to survey the strength that is in our prosperity, that uncertainty gives way to a returning confidence that is stronger than ever. That famous quotation from the wisdom of the late J. Pierpont Morgan carries even more force today—'No body can afford to be a bear on America.'"

Simple Theory of Auto Engine

"Many persons have trouble with their automobiles because they do not understand them," says William H. Stewart, Jr., president of the Stewart Automobile School. "They never can expect to obtain best results from their cars unless they understand the function of each part of the mechanism, the operation, the troubles, and minor repairs. This seems like a large undertaking, but it can be accomplished. If one applies himself systematically to the task. The mystery of mysteries to the average individual is the engine. Unless the construction and operation of the engine are known the novice can never hope to clear his mind of that haunting dread that 'something is going to happen.'

"The essential parts of the motor are few and easily learned. Everyone has heard of an engine having four, six, or more cylinders. The cylinder is the important part of the engine. Inside it are the moving parts which give power. The more cylinders employed, the smoother the engine is supposed to run. The moving parts inside are first the piston, then the wrist pin passing through it. This serves as a hinge for the connecting rod which transmits the power to the crank-shaft running the length of the engine and receiving power from all the cylinders.

Purpose of Piston

"The purpose of the piston is four-fold: First, to draw in the fresh mixture on the suction stroke; second, to compress it on the compression stroke; third, to receive the force of the explosion on the power stroke and transmit it to the crank-shaft; and fourth, to push out the burned gases on the exhaust stroke. The wrist pin serves as a hinge and the connecting-rod passes the power along, transmitting it to the crank shaft and causing same to revolve. The action is almost identical with that the foot on a bicycle pedal. The leg moves up and down in a reciprocating manner and causes the pedal to revolve. In the same way the connecting rod and crank-shaft change reciprocating motion into motion of revolution.

"The four strokes of the engine, just mentioned, however, cannot fully be understood until the valves are explained. There are two of these to each cylinder, one to let in the fresh gas, called the 'inlet valve,' and the other to let out the burned gas, called the 'exhaust valve.' They are held tightly closed by springs and are only opened when occasion requires. To do this a cam-shaft is necessary. It is a long shaft, running the length of the motor, with as many cams as there are valves. A cam is a projection on the side of a shaft, smooth in outline, which revolves with the shaft and so opens the valves. It does not touch the valve directly, however, as there is a small part called a 'valve lifter' which reaches from cam to valve stem. This gives a more direct push to the valve, gives a broad surface for wear and has an adjustment which enables one to secure best results in operation.

Crank Shaft Connection

"The necessary connection with the crank shaft is provided by the 'two-to-one' gears, or 'half-time gears,' as they are sometimes called. The gear on the cam-shaft has twice as many teeth as the gear on the crank-shaft. Since this arrangement drives the cam-shaft at half the speed of the crank shaft it will be readily seen why they are called 'half-time gears.'

"Now that we have arranged for the operation of the valves, it will be easy to understand what follows. The piston goes down with the inlet valve open. This sucks in the fresh gas and is called the suction stroke. Having filled the cylinder with explosive mixture the piston now rises, forcing the gas into the top of the cylinder, the 'combustion chamber.' As both valves are tightly closed the gas cannot escape, but is compressed in the top of the cylinder. So this is called the compression stroke.

"Now comes the electric spark, setting fire to the compressed gas which burns, expanding as it does so. The pressure developed by the expanding gas drives the piston down, setting crank-shaft and fly-wheel in motion, thus producing power. This is the power stroke. Both valves remain tightly closed until the piston nears the end of the power stroke when the exhaust valve opens to let out the burned gases. As the piston returns upward it drives out the burned gases effecting the exhaust stroke. This is followed again by the inlet stroke and the series of operations repeated so long as the engine runs."

WAR AUTO STIMULANT

Head of Motor Company Expects Car Sales to Increase

The President of one of the large automobile companies, is out with a statement in which he gives it as his opinion that the war will have a stimulating effect on motor car production.

"A state of war always stimulates an active demand for the products of the mines, fields, and factories," he says "and the United States has felt this demand from foreign countries for the last three years to an extensive degree. The entry of the United States into the war simply increases the demand and, consequently, large increases in prices have ensued recently for all agricultural products, live stock, and food supplies generally. The demand for munitions and war supplies continues very heavy, not only from the Allies but from our own Government, and consequently the industries of the country are and will continue to be operated at full capacity upon these orders. Thus it is evident that our people in all pursuits are receiving large incomes, perhaps greater than ever before in our history, and as long as his condition lasts business will be good.

"Our plants are operated at capacity. We believe that our business for 1917 will be larger than that of last year. This is no time for any man to feel pessimistic. The great resources of the United States, its energy and power are being employed in the war, and large expenditures must ensue, which in themselves mean prosperity for our people, in spite of the high prices and increased taxes that will prevail while the war continues."

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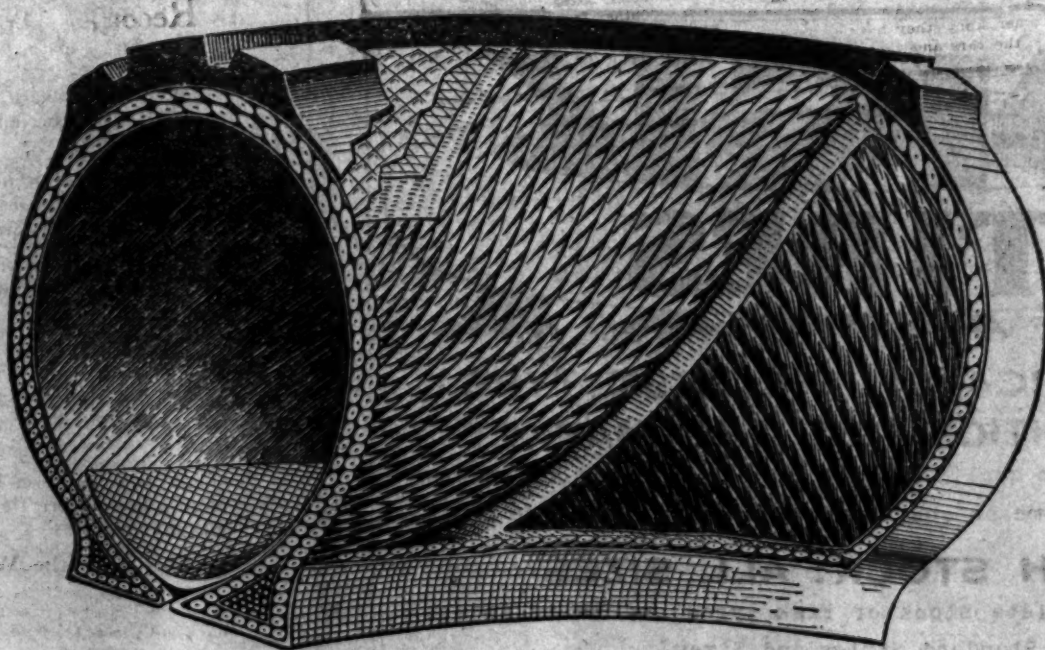
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As each extra ply in a tyre means extra internal heat, which is the great tyre destroyer—Silver-town with but two plies is bound to outlast *many-ply* tyres with their *multiplied* heat.

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| 3 Fuel saving. | 6 Start quicker. | 9 More resistive against puncture |
| 10 Repaired easily and permanently. | | |

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The Electric Vehicle And The War

With the advent of the Great War and especially in England, Germany and Austria, the electric vehicle was given a splendid opportunity to prove its dependability, economy, and its adaptability to all sorts of passenger, commercial and municipal uses, says an expert.

Since the gasoline vehicle is better suited than the "electric" to the field of battle, nearly all the gasoline automobiles, both passenger and commercial, were commandeered along with all the best horses, and in many cases the skilled drivers were requisitioned with their vehicles. A large number of electric vehicles were ordered to handle urban transportation, and inexperienced men, and to an even greater extent, women were obliged to become the drivers of these vehicles. The "electrics" met these conditions admirably, because of their simple mechanism and ease of operation, and the new drivers rapidly mastered their simple problem of operation. It was only a very short time before the new users of electric vehicles were convinced that these cars were entirely satisfactory from every aspect, and cheaper to maintain than either horses or gasoline vehicles had been.

With an abundance of coal for making current, England naturally could operate electric vehicles more economically than gasoline cars, not only because the "electric" is cheaper to maintain than a gasoline car but because of the present scarcity of gasoline, and its attendant exorbitant price. In 1914 at the beginning of the war there were only 150 electric vehicles in use in England, and the number has increased in 2½ years to 855, which increase is nearly six times the number of "electrics" which had been put into use in England during the ten years previous to the war. There is no doubt that these installations will be permanent even when the gasoline cars are released at the end of the war. While it is necessary to serve the field of battle, it is equally important that munitions and other more peaceful commodities should be transported in the cities. England showed far-sightedness in adopting "electric" on such an extensive scale, and it was distinctly a patriotic as well as a good business move.

Since both Germany and Austria have been cut off from the world supply of petroleum, and because electric current is unusually cheap, due to the abundance of coal the

Germans are mining from the territory in France which they hold the use of electric vehicles in these countries has been greatly augmented during the last two years. As the railroads in Germany are used chiefly as military transports, many trackless-trolley lines have been installed between industrial centers, and vehicles propelled by single or double electric motors are employed, current being drawn from overhead conduits. When these vehicles reach the terminals of the trolley, they proceed to their destination under the power of the electric battery which they carry. Austrian reports state that the city of Vienna is about to adopt a policy of denying licenses to gasoline cars and granting them only to "electrics." This city has particularly fine facilities for supplying electric current, and transportation will be fully as efficient as with the use of gasoline vehicles, as well as less expensive.

It is possible that developments in this country may necessitate the commandeering of gasoline vehicles. If the embargo which may be placed on the oil fields of Mexico is effective, or if the oil fields should be destroyed, England would have to secure petroleum elsewhere for fuel for her warships, which would not only greatly decrease the present supply in this country, but would also probably tend to make the cost of gasoline extremely high. The majority of large transportation fleets are composed of electric vehicles, and they would be of considerable value in supporting industrial activities. At least two of the largest central stations (electricity supply companies) have already tendered the government their fleets consisting of about 200 "electrics."

The installation of electric industrial trucks in factories would greatly decrease the number of employees necessary, and materially increase the production. Experience has shown that a battery propelled truck driven by one man can accomplish as much work as five men using hand-drawn trucks and in less time. The worth of these trucks is plainly evident when it is realized that ten thousand electric industrial trucks would release forty thousand men, or nearly two full army divisions. It is a well known fact that at the present time practically all the employees of the factories abroad, including those which manufacture munitions, are women, and they are employing electric in-

dustrial trucks to a very large extent. The New York Police have already taken into consideration the possibility of War Department demands, and do not anticipate the experience of the Paris police, who were left with no vehicles when the Government confiscated their trucks and patrol wagons early in the war. Four new electric patrol wagons and one which has been in service for some time are

now ready for any emergency in New York City. The ten year veteran "electric" has rendered such valuable service that they feel assured that they may rely on these vehicles to meet any emergencies.

In war time economy must be very carefully considered, and the electric vehicle competently meets all demands of urban transportation at the lowest operating cost, with the greatest efficiency.

The Passing Of The Auto-Gear

The troublesome gear-mechanism on automobiles is to be no more, if the new systems of magnetic transmission work out as successfully as their advocates now believe they are doing. There are plenty of drivers, to be sure, who "can't make the thing work," but Walter Lee, who writes on "What is Magnetic Transmission?" in The Illustrated World (Chicago), is confident that these drivers, though perhaps skilled with the ordinary transmission, have not yet learned to operate the magnetic variety properly. It has so many good points, he thinks—chief among them the absence of friction and of the nerve-racking rattle as the gears are changed—that it is likely to take the place of the old system altogether. Writes Mr. Lee:

"The best way of describing the magnetic transmission is to begin with what we all understand—the little horseshoe magnet, and a piece of steel. The magnet is mounted on a stand so that it will turn freely, and a crank handle is attached to the curved end with which to revolve it. The piece of steel is mounted on another stand, so it will be supported between the two ends of the magnet, without, however, touching it at any point.

"Then, when the magnet is revolved by means of the crank handle, it is seen that the piece of steel will turn with it, although there is no physical contact between them. Now then, if the crank handle is changed into a gasoline engine, and a collar-like arrangement of wire, called a field, substituted for the magnet, and another arrangement of wire called an armature substituted for the piece of steel, we can apply more readily the idea to the automobile.

"The engine revolves the field and the field, becoming a magnet on account of the revolution, then revolves the armature, which is connected rigidly to the drive shaft of the car. Thus we have the direct drive, on 'high.' A cylindrical controller then is put in, with its operating handle in a convenient location. By means of this controller the magnetic energy generated in the field can be cut out so that it will have no effect on the armature at all, which gives 'neutral.' It is, of course, necessary to provide for intermediate speeds, and this is done by changing the relation be-

tween the field and the armature, so that when it is so desired the field may be revolved at a greater rate of speed than the armature. The means by which this change in relations accomplished through the electric controller is quite simple to any one who understands an electric circuit, as it is nothing more nor less than a cutting out of more or less resistance in the field.

"When it is desired to run in the high or direct speed there is no difference in speed at all between armature and field. When running in the lower speeds there is a difference, just so much as is provided for by the position of the controller-lever. Thus it is seen that all the effects of clutch and gears are gained without the use of them.

"To carry it still further, it is known that whenever there is a difference in speed between armature and field a certain amount of electric energy is generated there, just as heat is generated and wasted in a slipping clutch. But in the magnetic transmission this energy is not allowed to go to waste. A second set of armature and field is put in a little further back on the driving-line. The field is rigid on the car-frame and stationary, the armature rigid on the drive-shaft, and may turn with it. Between these two sets is placed a commutator or series of collecting rings and brushes to run in them. These collect the electrical energy which otherwise would be

wasted, and apply it to the second set, which is nothing more nor less than an ordinary electric motor. This gives electric power to the car as well as engine power when it is most needed. The greater the difference in speed between armature and field, the more electric energy for the motor is generated, so that when the car is running in a very low speed the motor is doing almost all the work, but with all the power of the engine behind it just the same.

"The necessity for a separate starting device is altogether eliminated. The transmission itself is a very efficient engine-starter. . . .

"Another natural result of this construction is the fact that when the controller lever is brought to the neutral position while the car is traveling at any speed above a given minimum, the revolution of the rear wheels sets up a reverse potential in the second motor which acts on the car as a very efficient and dependable brake. This effect is gradually lost as the speed is reduced but grows more powerful if the tendency of the car is to increase its speed, such as in descending a hill. Thus when going down-hill magnetic brake may be applied by simply putting the controller lever in the neutral position and the car's speed will be held at the set minimum, regardless of the degree of steepness of the incline."

How has this intricate mechanism worked out practically? Has it given satisfaction during the three years it has been embodied in automobiles? Mr. Lee finds opinion to be at wide variance. One states that it is a wonderful thing and that he has had no trouble with it. Another says he has had no peace of mind at all since taking possession; and even when it is in perfect order he gets poor results. One tells us that it is simplicity itself, while another declares it is a complicated mess that only an expert may understand. Mr. Lee is inclined to think that the trouble, where there is any, is to be found in the drivers themselves. They spend hours learning to manipulate the gear-and-clutch transmission, but seem to think that the magnetic type should work itself. He explains the case thus:

"The magnetic transmission is as different a piece of mechanism from

the sliding gear and clutch type as a bowl of soup is different from an ear of corn. One does not handle a bowl of soup in the same manner as he does an ear of corn in order to get the desired results without disaster. This naturally brings up another question. Is the magnetic transmission so complex that it requires special aptness and knowledge to handle it? Of course it is. So also is the sliding-gear and clutch transmission.

"No person can take any type of automobile out on the streets and roads and get safe and sane results until he has learned how. And it does not follow that when he has learned the art of handling one sort of machinery he is then fitted to handle

expertly another entirely different sort. The writer believes that any man who might learn to handle a magnetic car without any previous experience with gears and clutches would be in a hopeless muddle if he undertook to handle a mechanical transmission. It is a poor rule that will not work both ways."

USUALLY THE CASE

Clinker—Did I understand you to say that there is nearly always something broke about your motor-car?
Blinker—Yes.
Clinker—What is it, as a rule?
Blinker—Me.

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are building the most comprehensive range of models ever produced by any one motor car concern.

They include Fours, Sixes and an Eight Cylinder.

If yours is a family of average size, you will be particularly interested in either the Big Four-cylinder Overland touring car, finished in a rich brown, or the Light Four touring car, finished in Black. These two models exemplify the remarkable values characteristic of the entire group.

When you buy any motor car in the Willys-Overland group you are assured by our commanding position in the industry—by our unequalled facilities and resources—of integrity of value in your motor car throughout the whole period of its performance in your service.

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Light Four-Cylinder Overland

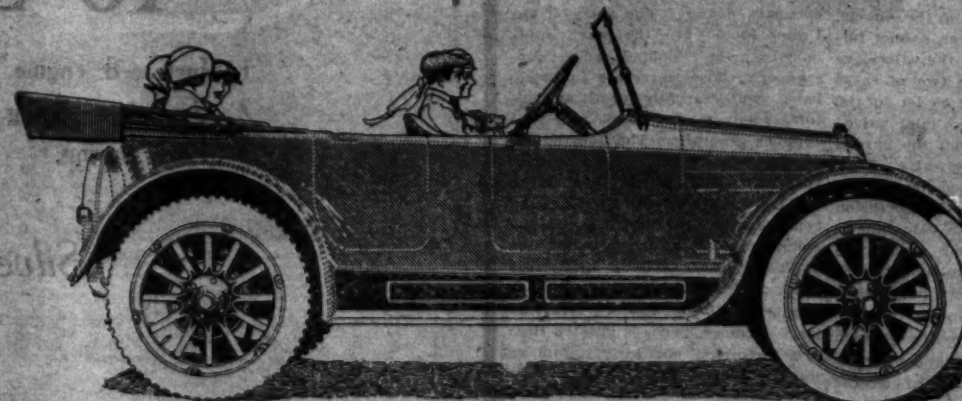
2-Passenger Touring Car
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SHANGHAI, SUNDAY, JUNE 8, 1917

RECS. FIND S.C.C. IN BATTING FORM

Cricket Club Slams Out 201 For Six Wickets; Losers Gather 48

STAGG AND DECK'S SHINE

They Rap Up 52 and 48 Respectively While Barrett Sops at 27

The S.C.C. entertained the S.R.C. yesterday afternoon and some cricket good, bad and indifferent was witnessed. One of the troubles was undoubtedly the pitch. It did all sorts of things with the ball and always gave the batsmen trouble. Rain is wanted badly to allow that top dressing to settle down.

The S.C.C. had first knock. Clifford and Deeks faced the attack of Wilson and Hale. Deeks was on the offensive at once and sent the leather careering all over the field. He is in fine form just now and it looks as if he will bag a lot of runs before the summer is over. Clifford left after he had scored 11. A lofty one off Wilson was nicely taken by "sub" and then Barrett went in. The Hampshire crack was not very comfortable and after gathering 27 he gave Sale an offer which was at once accepted.

Stagg had a merry time and played fine cricket. He used a powerful stroke to the off to score most of his runs and before he was caught and bowled by Ollerdsen he had made the top score of the day—52. Yesterday made 20 and good work was also done by Turner 21 and Tait 11. The innings ended for 201.

The S.C.C. have to blame themselves for the big score up against them. Many chances were missed in the field and ground work was ragged. Gumble White proved the most successful bowler.

R. Wallace and T. Wallace made an effort for the Rees. The two veterans kept all attacks at bay for some time but at last Billings and Stagg proved too good and the brothers left with 17 and 1 against their respective names.

Then a procession began. Walter Wilson tried to stem the tide but Deeks was too smart for him behind the wickets as with 19 to his credit he made his journey homewards. And the rest of the team did likewise and the innings closed for 44.

Billings with 5 for 11 was in grand form. Stagg with 4 for 27 was also well in the picture. Scores and analysis:

Table with 4 columns: Player, Runs, Wickets, Extras. Rows include W.C.G. Clifford, C. Sub, B. Wilson, R. T. Deeks, C. T. Wallace, B. A. V. White, Capt. E. I. M. Barrett, C. Hale, E. V. White, E. W. Stagg, C. and B. Ollerdsen, R. Grimshaw, C. and B. A. V. White, W. C. Foster, C. White, B. Ollerdsen, W. C. D. Turner, C. not out, E. G. Tait, C. not out, C. B. Wilson, C. not out, C. S. Chessman, C. not out.

Table with 4 columns: Player, Runs, Wickets, Extras. Rows include Wilson, Hale, Ollerdsen, A. V. White, S.R.C., R. Wallace, B. Stagg, T. Wallace, C. Foster, B. Billings, H. J. Cooper, C. Wilson, B. Stagg, A. V. White, C. Clifford, B. Billings, T. Vetch, C. Stagg, B. Billings, R. H. Farrell, B. Stagg, C. E. Ollerdsen, B. Billings, G. Hale, B. Stagg, W. J. Haynes, C. not out.

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CHIN-CHIN

The Shortest Poem on Record

The author of the above poem is very proud of it. He says that, stripped for the ring, fighting for the shortest poem prize—the smallest prize in the world!—it weighs one centigram. He directs special attention to the absence of poetic license and redundancy. It is, he adds, stripped bare; he claims it to be the barest poem—almost a study in the nude.

We admit that it is barely a poem, if that. Because not everybody pronounces "x" as the author does.

And here's another:

The author calls it an alcoholic reverie. Whatever does he mean?

Big Business in Tientsin

The booking for the performance of "L'Arlésienne" at the Empires Theatre tomorrow evening has been phenomenal, and the seats so far reserved are very few—Peking and Tientsin Times.

Wonder what they call a full house up there.

My Lady

That lady working on the farm Both rhyme and reason lacked— She tried to sow a button on And now I hear she's macked.

Domino

I asked for contributions to a poetic contest on the Fourth of July and just what I expected has come to pass. You cannot keep the irrepressible Domino in. He just will work and he has led off with the following, saying: "I want to win that prize."

America

Today you fight for freedom, as you did in days gone by. You claim an independence and a Prussian yoke defy. The spirit of your fathers lives again and makes a rod.

To chastise greed and frightfulness and bring men back to God. Your sons have lived in happiness and tried to keep a peace. But now they struggle mightily that wars in future cease.

You're backing Mother England and the days to come will find, America and Britain with friendship chains entwined.

Domino

Very good, Domino, as a starter, but you can do better. Why not attempt something serious, along the following lines: "Shoo-ty, shoo-ty! Don't bobbery me! I'm in war (this Fourth of July). Should I worry? No, by dammy! Who am I?—Your Uncle Sammy."

Mr. This is an experience of my own while I was down in the Malay States recently. Ah, Pow has just come in from his work in the mines. Ah, Sing very much excited, informs him that his box has been stolen. With a smile on his face Ah Pow replies: "I don't care. The thief has my box, but I have got the key."

T.S.

Especially as he is an illusionist! Chung Lung-soo is a wonderful magician, yes, and if he can only make these revolutions disappear he will do even more for his country than amuse it. It ought to be easy for him.

THE JOSE MAN.

Music For Monday

The following program will, weather permitting, be played by the band in the Public Garden Monday beginning at 3:30 p.m.— 1—March "Hunking Bee" Thurban 2—Overture "The Call of the Emerald" Schalken 3—Waltz "San Sebastian" Dodwell 4—Selection "Peggy" Stuart 5—(a) Reverie "Le Passé" Beaumont

(b) Galop "Le Diable" Corpe 6—Selection "The Bohemian Girl" Dalfe 7—A. de Kryger, Conductor-in-charge.

What's The Use?



By Tom Powers

SAILORS BEATEN IN WEARY GAME

Wild Hacerunning Marks Long Session Ending 12 to 4 in Landsmen's Favor

WILHOIT SLUGS HOMER

Cy Poles Long Clout Into Cricket Club Gardens; Shanghai vs. Navy's Best Today

The Shanghai performers came back yesterday afternoon with the red in their eyes and swamped the Quire-Villalobos ball tossers under a 12 to 4 score as a sort of second-hand revenge for their limping at the hands of the picked Navy team on Decoration Day. It was a sad and tedious session from the spectators' angle. What was left of the big crowd that filled the stands when hostilities opened were yawning unanimously during the wind-up of the 1 hour and 20 minute wrangle.

It was wild day on the circuit. In all an even score of bases were successfully burglarized, a dozen going to the sailors. Each side worked the double puffer once without a hitch. Berg, who replaced Stuart in right in the third, was the boss brand of the afternoon, stealing three bases for the two times he got on.

Another protruding feature of the day was Wilhoit's screaming round-trip seat which must have disarranged some of the posies in the Cricket Club's botanical display. Cy did it as a suitable prelude for the tragic fifth. The game was salted comfortably at the time, but just to rub it in Shanghai poured in five tallies additional to the six already on hand. Thus:

Wilhoit having picked out the third one served him for his shot at the S. C. C. Tinkham got himself pinked in the ribs by one of Stevenson's slants. Bristow hit safely to left. Sokall banged one through third and Tinkham scored. This was where Mr. Stevenson retired, swapping places with Hess, who was not detected in giving three cheers over the honor conferred on him. His first official act was an absolutely untamed pitch which went to the stands and allowed Bristow to romp home. The Navy horrier retaliated by striking out Porterfield. Dorrance scored Sokall and took first on the fielder's slip. Holliday filed out to right. Winfield, scoring Dorrance, who had gone around to third on a passed ball, Glover caught Woods trying to take second for the third out.

Dorrance, who is down from Hangchow, having his muscles overworked by the local jawwifas, was tough going for the tars during the first three rounds, getting four strikeouts and never being in danger. After that the aching ivories evidently got to bothering him and he was uncertain as to the location of the plate and first sack. Porterfield doled out only three scattered bingles after taking the box in the fifth.

A closer game is predicted for this afternoon when the Shanghai players meet a picked team from the entire fleet in port. The argument begins at 3 o'clock sharp. All the Shanghai pastimers are requested to be on hand.

Score of yesterday's game: Shanghai, 12; Navy, 4. Quire-Villalobos, 2; 0 1 1 1 2. Woods, cf., 4; 0 1 1 0 0. Clapp, 3b., 5; 1 1 2 2 0. Wilhoit, 2b., 5; 1 2 1 2 0. Tinkham, 1b., 3; 3 1 0 0 1. Bristow, c., 3; 2 1 1 2 1. Sokall, 1b., 4; 2 1 0 0 2. Porterfield, rf., 5; 1 1 0 0 0. Dorrance, p. rf., 5; 1 0 0 0 1.

Totals... 37 12 9 27 6 6. Quire-Villalobos, as a R.P.O. 2. Hair, cf., 2; 0 0 0 0 0. Hess, 3b., 2; 0 1 0 1 1. Stuart, 2b., 1; 0 0 0 0 0. Berg, rf., 5; 0 1 0 0 0. Luna, rf., 3; 0 0 0 0 1. Collins, 2b., 4; 0 0 4 1 1. Glover, c., 4; 2 2 1 0 1. Regan, rf., cf., 3; 1 1 0 1 1. Tice, 2b., 4; 2 0 0 2 1. Van Kleeck, 1b., 4; 0 1 0 0 0. Stevenson, 2b., 3; 0 0 0 0 0.

Totals... 35 8 24 11 5. By Innings: 0 0 0 2 0 1 0 1 0 4. Shanghai, 0 0 0 3 0 5 1 2 12.

Home run—Wilhoit. Sacrifices hit—Clapp, Stolen bases—Hess, Berg, 2; Luna, 2; Glover; Regan, 2; Van Kleeck, 2; Stevenson; Holliday; Wilhoit, 2; Tinkham, 2; Bristow; Porterfield; Dorrance. Struck out—Dorrance, 4; Porterfield, 5; Stevenson, 4; Hess, 2; Dagen on balls—off Dorrance, 2; off Porterfield, 1; off Stevenson, 4; off Hess, 2. Hits off Dorrance—3 in 5 innings; off Stevenson, 7 in 7 innings. Wild pitches—Hess; Porterfield, 2.

Unpress—Steiger and Merriman.

Indoor Baseball

Grace High and Lowrie Institute The During the present school year the Grace High School of the Seventh Day Baptist Mission and the Lowrie Institute of the Presbyterian Mission have engaged each other in indoor baseball. The first two games were won easily by Lowrie. Then Rev. Eugene Davis, principal of Grace High School, who was offered a good salary to play professional baseball in America before coming to China as a missionary, got busy, and the third game went to Grace High School. The fourth of the series was played last Thursday afternoon, on the Lowrie grounds, and the visitors won 12 to 11. Their last featherweight team, composed of boys under 25 pounds, rubbed it in by beating the Lowrie bantams by an even larger margin.

The end is not yet. Meanwhile the Lowrie Institute team invites all schools in Shanghai below college grade, and also the preparatory departments of colleges, to meet it on the diamond. To primary, grammar or high schools not familiar with the game of indoor baseball, and which desire to learn, it offers to send coaches to teach them, asking only that car and refreshment be paid.

Intercollegiate Tennis

The St. John's tennis team defeated the representatives of the Shanghai Baptist College, on the latter's ground, by three matches to two, in a very hotly contested tournament. In the singles, K. H. Yang, of St. John's, defeated Tsong, of Shanghai, in 6-2, 6-2, but lost the Perry Cup of Shanghai, by 2-4, 6-2. Z. Y. Ling, of St. John's, made the best individual record, defeating Chu, of Baptist, by 6-3, 6-4, 6-3 and Tsong, of Baptist, by 6-3, 6-4, 6-2. In the doubles, Z. Y. Ling and K. H. Yang came up against Chu and Dai. It was a very hard struggle from beginning to end, but finally Shanghai was the winner by 6-3, 6-2. St. John's having won the local championship will meet Soochow University for the finals, this coming Saturday.

Henli Regatta Opens With Grand Day of Water Sport

Edwards And Oates Win Griffins' Pairs; Deluge Beat American Co., S. V. C.; Today's Program

Officials—Judges: G. H. Potts, A. L. Anderson, Umpires: A. E. Algar, C. J. Scott, T. H. K. Shaw. Starters: E. T. Byrne, P. Crighton, Timekeepers: D. H. Cooke, D. C. Hutchison. Clerk of the Course: T. H. Saffert. Press Official: R. W. McCabe. Pontoon Official: W. J. Gande. D. M. Graham. W. B. Kennett. Committee: W. S. Bauer, Captain, H. P. B. Jones, Vice-Captain, C. V. Jensen, Hon. Sec. and Treasurer, N. G. Beale, E. A. Ericson, W. J. Gande, D. M. Graham, D. C. Hutchison, W. B. Kennett, A. Lagrange, A. G. Moscop, H. N. Olsen.

In spite of the threatening sky in Shanghai, yesterday morning, which a number of the onlookers feared pressed rain, the conditions at Henli were perfect from the point of view of the large concourse of spectators who made the journey up to the Hsinyangkong reach. The 12.30 train was crowded, but in justice to the authorities of the Shanghai-Nanking Railway, who, as usual, gave the most courteous and whole-hearted assistance to the Rowing Club Committee, there was no overcrowding. More than a word of praise is due to the railway caterers also for the first class lunch they put up on the train.

On the arrival of the train at 2.04 p.m., it was apparent that an excellent afternoon's sport was to be expected. A goodly number of house-boats were moored along either bank of the reach, though possibly not up to the standard of previous years and very few they looked, bedecked with various national flags and a profusion of bunting. A variety of other craft were also in evidence—heavy and

light motor boats, beautifully equipped motor launches, sailing craft, from smart yachts to sailing sampans, and, not to be omitted, a marvellous contraption constructed by Mr. Woodfield. This was a motor duck-punt with a weird propeller like that of an aeroplane and a curious frame for an awning, the bulk consisting of two logs. Several trip Canadian canoes were also there. There was a rather stiff breeze blowing right up the creek, which militated against good times, but otherwise the weather conditions were perfect for both spectators and competitors alike.

The senior starter, Mr. Edwin T. Byrne, made a point of getting all races off promptly to scheduled time and his success in this matter added no inconsiderable quota to the enjoyability of the afternoon. The generous hospitality dispensed at his headquarters was also keenly appreciated by the large number of visitors to the Henli.

As is customary with all Rowing Club functions, the proportion of the fair sex present was noticeable and several of the ladies displayed considerable skill in oarsmanship.

Today (Sunday) is the last day of the Regatta and a splendid program has been arranged, as follows: 9.15 a.m. Preliminary runs for Motor Boat Race. 10 a.m. Griffins' Fours. 10.30 a.m. S.V.C. vs. S.F.B. Eights. 11 a.m. Mixed Fours. 11.45 a.m. Swimming Race. 1.45 p.m. Sailing Race. 3.30 p.m. Heavy Motor Boat Race. 4.30 p.m. Presentation of Prizes. Details of yesterday's rowing are appended—

The first race, advertised to start at 9.30, was sent off at that time exactly.

Lawn Bowls

The first round of the Lawn Bowls Club Rink Competition (knock-out) was played yesterday, the results being:

Table with 4 columns: Rink No., Player, Opponent, Result. Rows include Rink No. 1 (skip), Rink No. 2 (skip), Rink No. 3 (skip), Rink No. 4 (skip), Rink No. 5 (skip), Rink No. 6 (skip).

The Weather

Hot weather, with local thunderstorms. The maximum temperature recorded yesterday was 83.5 and the minimum 67.0, the figures for the corresponding day last year being respectively 89.6 and 64.4.

(Tobacco Company, Ltd.)

(This advertisement is issued by the British-American Tobacco Company, Ltd.)

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